



Technical Advisory Committee
Meeting Thursday May 9, 2024

C. Discussion and Action regarding the Transit Asset Management (TAM) & the Transportation Agency Safety Plan (PTASP) Targets [Page 143](#)

Action **Possible Action** **Information**

Presenter: **Rudy Zamora Jr., RGVMPPO Transportation Planner II**

Summary: Transit Asset Management & Transportation Agency Safety Plan targets are required for TIP fiscal years 2025-2028. Our regional transit providers submit these targets to MPO staff to report as part of the FY 2025-2028 Comprehensive TIP submittal. FTA requires these targets be submitted to approve federal funding for listed projects. Both Technical Advisory Committee & Transportation Policy Board members' approval is needed before publishing these targets.

Background: TAM & PTASP targets are reported by transit providers with the requirement from FTA that transit agencies and MPO's coordinate to the maximum extent practicable in selecting targets. MPO's are encouraged to provide resources and grant support where plausible in support of transit agencies achieving their targets. These measures will undergo public involvement during the month of May 2024 as part of our new FY 2025-2028 TIP development.

D. Discussion and Action regarding Grouping of Category 10 – Carbon Reduction Program funded projects. [Page 147](#)

Action **Possible Action** **Information**

Presenter: **Rudy Zamora Jr., RGVMPPO Transportation Planner II**

Summary: RGVMPPO's Carbon Reduction projects qualify for grouping and MPO staff is asking for approval to program these allowable projects more efficiently. Grouped project categories for both Safety and Bicycle & Pedestrian will be utilized for TIP years, but projects will still be listed on our MTP programming tables for reference. TAC, TPB, and TXDOT TP&P approval are needed prior to execution of grouping.

Background: FHWA allows STIP/TIP projects to be grouped. Within the allowances, groupable projects are those of a common type/scope and those not considered to be appropriate for individual identification in a given program year. Grouped projects are not individually listed on STIP/TIP tables but are regularly monitored by MPO & TXDOT staff. Amendments to grouped projects are carried out administratively without need for public involvement or federal approval.

**E. Discussion and Action to Program FY28 Carbon Reduction Program (CRP)
Funds to the Hidalgo County & City of Weslaco Hike & Bike Trail Phase I. [Page 153](#)**

Action **Possible Action** **Information**

Presenter: **Eva Garcia, RGVMPPO Planner III**

Summary: RGVMPO Staff, in coordination with TxDOT Pharr District, is recommending the programming \$1,179,724 of Fiscal Year (FY) 2028 Carbon Reduction Program (CRP; also known as Category 10) Funds to Hidalgo County & City of Weslaco's Hike & Bike Trail Phase I project. If approved, this project will be listed under the Grouped Project List in the RGVMPPO's FY2025-2028. This project should be prepared to be Ready-to-Let prior to FY2028. This discussion will be prefaced with an update on all programmed RGVMPPO CRP projects.

Background: In March, RGVMPPO Staff presented a shortlist of projects as potential candidates for FY28 CRP Funds, and the Hike & Bike Trail Phase I project was submitted to Federal Highway Administration for concurrence on eligibility. Since March, FHWA has notified TxDOT (who subsequently notified the RGVMPPO) that the project is eligible and may be programmed with the RGVMPPO's governing body's approval.

F. TASA Update [Page 164](#)

Action **Possible Action** **Information**

Presenter: **Eva Garcia, RGVMPPO Planner III**

Summary: RGVMPO Staff will report the status of FY2019-2020 projects (working to reimburse funds), FY2021-2022 projects (working to obligate funds) and FY2023-2024 projects (recently programmed) to ensure transparency with the RGVMPPOs policymakers and transportation officials. Members may take action by acknowledging the update as presented or members may choose to recommend awards/funding changes on one, or more, of the Transportation Alternatives (TASA) projects.

Background: RGVMPO Staff continues to communicate with RGVMPPO Technical Advisory Committee (TAC) & Transportation Policy Board (TPB) Members regarding TASA project to ensure the timely obligation and reimbursement of programmed funds. Staff continues to work with the Texas Department of Transportation Pharr District (TxDOT) and Local Government (LG) projects sponsors to provide these updates to RGVMPPO Members. Thank you to all those involved for their continued communication and coordination.

V. **Presentations & Reports** [Page 173](#)

A. **RGVMPO Executive Director's Report and Updates**

Action Possible Action Information

Presenter: Fernando Cantu, RGVMPO Planner III

Summary: 1. Budget Update

B. **TxDOT Project Status Report** [Page 175](#)

Action Possible Action Information

Presenter: TxDot Phar Area Office Staff

VI. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.

A. The next RGVMPO Technical Advisory Committee is **VIRTUAL** at 10:00am on June 13, 2024.

IV. Action & Discussion Items

A. Approval of Minute(s) for March 14, 2024 & April 11, 2024

Action

Possible Action

Information

Presenter: Benjamin Worsham, TAC Chairman

Summary: Approval of the March 14, 2024, Regular Meeting minutes
Approval of the April 11, 2024, Regular Meeting minutes

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE IN-PERSON MEETING**

March 14, 2024

I) CALL TO ORDER

Benjamin Worsham – Chairman (Cameron County) called the TAC Meeting to order at 10:00 AM. The TAC Meeting was held in person.

II) ROLL CALL

RGVTAC Representatives in attendance were as follows:

MEMBERS PRESENT	
ENTITY	VOTING MEMBERS
Cameron County	Benjamin Worsham, Chairman
Hidalgo County RMA	Absent
Hidalgo County	Armando Garza, Jr.
City of Brownsville	Juan Peña Jr.
City of McAllen	Rene Gonzalez
City of Edinburg	Tomas Reyna
City of Harlingen	Absent
City of Mission	Abel Bocanegra
City of Pharr	Ruben Alfaro
City of San Benito	Johanna Maldonado
Starr County	Absent
TxDot Pharr District	Dora E. Robles
Valley Metro	Nancy Sanchez
Cameron County RMA	Eric Davila
Brownsville Metro	Octavio Salazar
McAllen Metro	Jon Ray Bocanegra
Port of Brownville	Absent
Port of Harlingen	Amy Lynch
Port Isabel-San Benito Navigation District	Jose Morales
Cameron County Spaceport Dev Corp.	Absent
Guest	
RGVMPO Interim- Executive Director	Luis Diaz
RGVMPO Staff	

III) PUBLIC COMMENTS

No public comments

IV) CONSENT AGENDA

A. Approval of Minutes

Consideration and Action to Approve the Minutes of February 8, 2024. Chairman Ben Worsham asked if there were any corrections to the minutes and no corrections or comments were presented.

No corrections or comments were noted to the minutes. Tomas Reyna with the city of Edinburg made a motion to approve the minutes of February 8, 2024. The motion was seconded by Johanna Maldonado with the City of San Benito. Motion carried.

B. Discussion and Action on the May 2024 Statewide Transportation Improvement Program (STIP) Revision Cycle.

Rodolfo Zamora provided an overview of the May 2024 Statewide Transportation Improvement Program (STIP) revision cycle, also known as the short-range TIP. He informed the committee that the public involvement process began at the start of the month and would conclude by the end of it. Approval from the committee and the Transportation Policy Board was needed to proceed with the May revisions.

Zamora acknowledged the late email sent out the previous day, apologizing for the delay. He explained that additional amendments had been received from the Pharr district, which required finalization before presenting them to the committee. All relevant information, including the summary sheet and updated documents, were provided to the committee members.

He further elaborated on the public involvement efforts, mentioning the ongoing project readiness workshop and scheduled events such as the Life Conference and Cyclobia in Brownsville. These events aimed to engage with the public and gather feedback on the proposed revisions.

Zamora emphasized that the revisions presented were the final ones for the short-range TIP covering years 2022 to 2026. Any pending matters would require approval from the policy board by the end of the month.

Chairman Worsham then opened the floor for questions, concerns, or comments from the committee members. Upon receiving none, he proceeded to call for a motion to approve.

Nancy Sanchez from Valley Metro motioned to approve the revisions, which was seconded by Eric Davila from Cameron County RMA. Chairman Worsham announced that the motion passed, concluding the discussion and action on the May 2024 STIP revision cycle.

C. Discussion and Possible Action of Hidalgo County funding distribution request of future Unified Transportation Program (UTP allocation for Hidalgo County).

Armando Garza Jr. the Hidalgo County PCT 2 Chief of Staff began by expressing gratitude to everyone present and highlighted the financial challenges faced by Hidalgo County due to project cost escalations. He proposed modifying the distribution of future Category 7 funding, suggesting splitting the funds into eight equal allocations among the four cities and four precincts in Hidalgo County. He emphasized the importance of equity in this distribution to ensure that all entities receive their fair share of funding for road projects.

Chairman Ben Worsham opened the floor for questions and comments. Thomas Reyna inquired about the level of support for the proposal and whether outreach had been conducted.

Armando Garza Jr. confirmed support from the Transportation Policy Board's chairman and other precincts in Hidalgo County, noting that outreach had been conducted last year when the proposal was first introduced.

Chairman Ben Worsham reminded the members that the committee was advisory, and any changes would ultimately be decided by the Transportation Policy Board.

Rene Gonzalez from the City of McAllen expressed opposition to the proposal and moved not to accept it, with a second by Tomas D. Reyna from the City of Edinburg.

Chairman Ben Worsham conducted a vote, with six members in favor of not accepting Hidalgo County's proposal, two members against it, and TxDOT abstaining.

In favor: City of Edinburg, City of Pharr, City of McAllen, City of San Benito, Valley Metro, Port Isabel-San Benito Navigation District.

Against: Hidalgo County, and the city of Mission.

Tomas D. Reyna addressed Armando Garza, clarifying that the intention wasn't to oppose the proposal entirely but rather to discuss it further before reaching a consensus.

Chairman Ben Worsham opened the floor for any additional questions or comments.

Abel Bocanegra inquired about any alternative options that were considered when the proposal was initially brought up a year ago.

Chairman Ben Worsham admitted uncertainty regarding alternative options and turned to Armando Garza for clarification.

Armando Garza explained that when the proposal was first introduced, it was tabled without discussing alternative options. He emphasized that the current proposal was put forth as a solution due to the absence of other options. Additionally, he reiterated that the decision ultimately falls within the jurisdiction of Hidalgo County based on population apportionment. Chairman Ben Worsham acknowledged the points raised, reiterating that while every member has a vote, the motion had already been approved.

Armando Garza expressed understanding and respect for the decision-making process.

The meeting concluded with the understanding that further discussion may be needed before reaching a final decision on the proposal.

D. Presentation and Action regarding Carbon Reduction Program Projects.

Eva Garcia began the presentation by providing an overview of the Carbon Reduction Program (CRP), explaining its federal funding process. She highlighted the allocation process, emphasizing the role of Metropolitan Planning Organizations (MPOs) in programming, obligating, and reimbursing funds. She shared information from the USDOT and FHWA, including a memorandum on the CRP and implementation guidance. She outlined the eligible activities under the program, such as public transportation projects, congestion management technologies, and efforts to reduce environmental impacts. Moving on, Garcia discussed the project selection guidelines and the categorization of CRP projects in the Unified Transportation Program (UTP). She emphasized the importance of tracking and monitoring project progress for fiscal years 2022 to 2024, highlighting the need for timely project readiness.

Eva Garcia provided updates on projects scheduled for fiscal years 2025 and 2026, stressing the significance of obligating funds before the lapse deadline in September 2029. She also addressed CRP projects for fiscal years 2027 and 2028, emphasizing their inclusion in the MTP and long-range planner. Transitioning to the discussion on shortlisted project recommendations, Garcia outlined the purpose of creating a shortlist and the available funds for selection. She highlighted the importance of selecting projects prepared for obligation before fiscal year 2028. She recommended shortlisting projects from the fiscal year 23 and 24 Transportation Alternatives Set-Aside (TASA) call for projects. Specifically, she suggested considering Hidalgo County Precinct One and City of Weslaco hike and bike trail phase one, along with the Dennet road gap project.

During the discussion, Armando Garza provided additional information on the commitment of Precinct One and the City of Weslaco to fund the Dennet road gap project.

Eva Garcia proceeded with additional information regarding the plan's specifications and estimates for the project. She highlighted that while the road has been established, the right-of-way still needed to be in place. Garcia emphasized that there are no issues with railroad or utility relocations.

Regarding the Dennet Road Gap project, Garcia stated that the TASA funding request was \$1.3 million. If funded, there would only be approximately \$128,000 unfunded. She mentioned that there are no updates on the project's plan specifications and estimates, but the railroad and utility analysis showed no concerns. The project has 100% of its right-of-way in place.

Ruben Alfaro raised a question regarding the funding status of the City of Pharr's project, which was ranked number one but is only around 55% funded.

Eva Garcia acknowledged the oversight and noted that the funding request was fully met with TASA funds, which could cover the required 20% match.

Dora Robles clarified that projects funded through different categories cannot mix funds, which was the reason why the project didn't make the shortlist.

Eva Garcia then opened the discussion on the shortlisted projects, seeking approval for submission. She also proposed the development of a competitive process for carbon reduction programs, aiming for inclusivity and fairness in funding allocation. Garcia suggested initiating a series of workshops to develop program guidelines, criteria, and applications, with the inaugural call expected for the fiscal year 2029 and 2030 funding allocations.

Following the discussion, Chairman Worsham called for a motion to proceed with the development of a competitive process for future CRP funding allocations. Tomas D. Reyna from the City of Edinburg motioned to approve, which was seconded by Nancy Sanchez from Valley Metro.

E. Discussion and Possible Action regarding Texas Administrative Code (TAC) Chapter 16 Revisions.

Eva Garcia began by highlighting the importance of the agenda item, explaining that the Texas Transportation Commission's minute order on January 17th focused on Chapter 16 revisions. She emphasized the aim to provide flexibility and maximize the utilization of federal funds allocated within four years. Garcia pointed out key sections of the revisions, including Category 2 funding prioritization determined by MPOs and the annual review of carryover funds for potential underutilization.

Ms. Garcia drew attention to the significant implications for the MPOs, especially concerning Category 7 funds. She explained that exceeding the 200 percent threshold for Category 7 allocation would trigger a redistribution of funds to safety projects without requiring approval from the Texas Transportation Commission.

Highlighting the financial implications, Garcia stressed the need for the MPOs to maintain over 100 percent utilization of allocated funds to avoid losing resources. She emphasized the importance of collaboration and transparency among MPOs to address the challenges posed by the revisions effectively.

Ms. Garcia proposed facilitating monthly meetings with TxDOT Pharr division to better understand the potential impacts of the revisions and develop a comprehensive strategy to ensure successful reimbursement of federally apportioned funds.

Chairman Benjamin Worsham opened the floor for questions or concerns from the members. Armando Garza suggested reserving action until after the workshops to allow for a better understanding of the details. Garcia agreed with the suggestion.

**Chairman Benjamin Worsham then proceeded to the next agenda item.
No action taken.**

F. Discussion and Possible Action regarding the Potential Re-programming of FY2021-2022 Transportation Alternatives Set-Aside (TASA; Category 9) Funds.

Eva Garcia, regarding the Discussion and Possible Action regarding the potential re-programming of FY2021-2022 Transportation Alternatives Set-Aside (TASA; Category 9) Funds. She provided an update on the status of projects funded by the FY2021-2022 TASA funds. She reported that while the City of Elsa and Arroyo Colorado phase were progressing with their projects pending procurement plan approvals, the City of Hidalgo had remained inactive. However, Garcia received a letter from the City of Hidalgo stating their decision to forfeit the TASA Grant awarded to them.

Ms. Garcia highlighted the need for a resolution from the policy board regarding the potential reprogramming of the funds originally allocated to Hidalgo. She proposed reallocating the funds to the City of Elsa and Harlingen, providing them with additional financial support for their projects.

Armando Garza shared additional information about Hidalgo County Precinct 2's ambitious plan to extend their hike and bike trail, funded by ARPA money, which would connect various cities and communities within the region.

Jon Ray Bocanegra expressed gratitude for the decision to reprogram the funds, emphasizing the positive impact it would have on the region's infrastructure and lifestyle.

After discussion, Jose Morales motioned to approve the reprogramming of the funds, which was seconded by Armando Garza. The motion passed successfully.

V) **REPORTS AND UPDATES**

A. Presentation and Discussion regarding the RGVMPPO's Bike/Ped Program (Annual Update)

Eva Garcia commenced her presentation by providing an annual update on the bicycle pedestrian program, emphasizing its alignment with the active transportation plan developed in December 2022. She highlighted the program's focus on creating connectivity, accessibility, and promoting community health.

Garcia outlined five areas of success identified in the active transportation plan, each accompanied by a set of initiatives. She indicated the initiatives that had been initiated since 2022, showcasing progress made through community partnerships and staff efforts.

Key initiatives discussed included:

- Development of regional design standards led by Klarissa Gonzalez.
- Transportation facility inventory management facilitated by Melany Rodriguez.
- Assistance from Miguel Arispe in developing transit data for incorporation into the regional transit advisory panel's efforts.
- Plans for enhancing the RGV bicycle and pedestrian counter data program through battery and logger replacement and revisions to existing MOUs.
- Updates to the regional data portal to include proposed routes and the Hidalgo County Active Transportation Tourism Plan's vision for connectivity.

Mrs. Garcia also addressed policy and program initiatives, focusing on the implementation of complete streets policies. She highlighted efforts to integrate complete streets recommendations into the safe streets for all action plan and regional design standards, underscoring the coordination between different initiatives.

Regarding the advisory committee, Garcia mentioned recent amendments to the bylaws and changes to membership. She also discussed plans to revise the TASA competitive process to ensure geographical equity in project selection.

Mrs. Garcia also provided a detailed overview of the education and encouragement initiatives within the bike/ped program. She emphasized the importance of promoting initiatives such as bike share, walkable walk-in bike month, and media awareness campaigns. Garcia highlighted ongoing operational management concerns related to the bike share program overseen by Tom Logan at Valley Metro and encouraged members with further inquiries to contact him directly.

Regarding the promotion of national bike, bus walk, day week, months, Garcia expressed a commitment to enhance efforts in 2024, focusing on social media sharing and leveraging publicly available materials from entities like TxDOT and the League of American Bicyclists.

Mrs. Garcia also discussed safety initiatives, including law enforcement training and Vision Zero. She emphasized the need for coordination with law enforcement agencies and public safety responders to align with the safe streets for all action plans.

Furthermore, Garcia mentioned the upcoming kickoff meeting for a project led by Melany Rodriguez, aimed at enhancing safety measures. She highlighted ongoing discussions about the designation of a regional United States bicycle route plan, emphasizing collaboration with Austin authorities in the submission process.

Chairman Benjamin Worsham invited questions or comments from the members following Garcia's presentation.

After no questions or comments were raised, Chairman Benjamin Worsham proceeded to the next item on the agenda.

B. Presentation on RGV MPO Attainment Status

Karissa Gonzalez provided an overview of the current designation status for the Lower Rio Grande Valley (RGV) in response to an inquiry raised during the February Transportation Policy Board Meeting. She explained that the Environmental Protection Agency (EPA) has designated the region as "attainment," indicating that air quality sensors in the area report numbers meeting national standards. Gonzalez highlighted the significance of this designation, as areas classified as non-attainment are subject to additional responsibilities and actions for transportation planning.

Mrs. Gonzalez elaborated on the parameters monitored by the EPA, including six air pollutants with numerical standards and varying average time periods. She emphasized that compliance with these standards and ongoing air quality monitoring are essential, even with the attainment status. Gonzalez referenced a table illustrating the RGV's comparison to other non-attainment areas for eight-hour ozone levels over three years, noting the region's consistent mid-50s range.

Rene Gonzalez inquired about the impact of air pollutants from the Mexican side on sensors located in Mission, Tx and Matamoros Mexico. Klarissa Gonzalez acknowledged the influence of pollutants originating from Mexico, particularly regarding PM2.5 levels affected by border crossing activities. She highlighted the importance of reducing wait times at border crossings to mitigate emissions.

Chairman Ben Worsham invited further questions or comments from the members following Klarissa Gonzalez's presentation.

C. Federal Functional Classification Status Update

Luis Diaz provided a detailed overview of the current statuses of federal functional classification resolutions. He explained that the resolutions included in the table had been approved for federal functional classification, with ongoing reviews and submissions to relevant authorities. Diaz highlighted specific resolutions, including the IBTC and Morrison Road, which were still under review by TxDOT and TPMP. He also mentioned resolutions such as East Loop, Russell Road, and International Drive, which had been approved and given federal functional classification designations.

Mr. Diaz elaborated on the process of compiling and submitting resolutions for review, emphasizing the coordination with TxDOT Pharr District and Federal Highways for approval. He mentioned pending resolutions like Los Ebanos, which were in the process of being submitted for review.

Chairman Ben Worsham inquired if there were any further questions from the committee members. As there were none, he proceeded to the next agenda item.

D. GIS Data Request Follow Up

Luis Diaz provided a follow-up on the GIS data request that was initially presented in January. He expressed concerns about the low response rate regarding data updates for the U map, the interactive map available online. Diaz specifically mentioned the need for updates on city limits and ETJ (Extraterritorial Jurisdiction) boundaries, urging committee members to review the interactive map and provide any necessary updates regarding annexation or other relevant data.

In response to a query from Armando Garza about accessing the information via KMC (Knowledge Management Center), Diaz confirmed that the information would indeed be available upon request and assured that he would facilitate the process.

Chairman Ben Worsham inquired about the availability of the gathered information. Diaz explained that while they currently fulfill requests upon submission via the data request form on the website, they were considering setting up a portal for easier access in the future.

With no further questions from the committee members, Chairman Ben Worsham concluded the discussion on the agenda item and proceeded to the next item.

The meeting continued smoothly, addressing all agenda items and allowing members to raise any additional concerns or queries.

E. RGVMPPO Executive Director's Report and Updates

Luis Diaz provided a financial update, stating that the actual expenditure was \$179,890, compared to the budgeted \$780,173. He reassured the committee that they were well within budget, considering the recent start of the new budget cycle in October.

Luis Diaz then opened the floor for discussion regarding the format of future meetings, highlighting the transition from virtual to in-person meetings. He sought the committee's preference for holding a combination of both types of meetings or continuing with solely in-person meetings.

The consensus was to continue with in-person meetings.

Luis Diaz also announced the availability of the MPO for private meetings with local governments, encouraging them to reach out for any inquiries or comments. He provided his contact information, including his cell phone number and work email, emphasizing accessibility for communication.

F. TxDOT Project Status Report

Dora Robles from TxDOT Pharr District provided a brief overview of the status of the ongoing projects. She mentioned that there are several local list projects underway. Additionally, the letting for FM 676 was conducted, with the payment slightly under the engineer assessment, as indicated in the report included within the packet.

Mrs. Robles highlighted that they had successfully moved into the construction phase for the Nolana project. Another project, Liberty Boulevard, was also moved into the construction phase in fiscal year 2024. However, these updates were not reflected in the report.

The speaker mentioned ongoing efforts to coordinate with the City of Pharr and Cameron County regarding TASA projects scheduled for October. She expressed optimism about the progress made and indicated plans to proceed with the letting process.

No questions were posed after the presentation.

VI) NEW OR UNFINISHED BUSINESS

Ben Worsham circled back to item IV.E for possible action or acknowledgement. Eva clarified that item E is about the Texas Administrative Code.

Motion to acknowledge was done by the City of Edinburg and it was seconded by Eric Davila.

VII) ADJOURNMENT:

There being no further business to come before the RGVMPPO TAC Members, Chairman Ben Worsham called for a motion to adjourn. Jose Morales with Port Isabel- San Benito Navigation District made a motion to adjourn the meeting at 11:05am. The motion was seconded by the City of Edinburg, meeting was adjourned.

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE IN-PERSON MEETING
April 11, 2024 - Minutes**

I) CALL TO ORDER

Benjamin Worsham – Chairman (Cameron County) called the TAC Meeting to order at 10:00 AM. The TAC Meeting was held in person.

II) ROLL CALL

RGVTAC Representatives in attendance were as follows:

MEMBERS PRESENT	
ENTITY	VOTING MEMBERS
Cameron County	Benjamin Worsham, Chairman
Hidalgo County RMA	Absent
Hidalgo County	Absent
City of Brownsville	Juan Peña Jr.
City of McAllen	Rene Gonzalez
City of Edinburg	Tomas Reyna
City of Harlingen	Absent
City of Mission	Absent
City of Pharr	Absent
City of San Benito	Johanna Maldonado
Starr County	Absent
TxDot Pharr District	Dora E. Robles
Valley Metro	Absent
Cameron County RMA	Absent
Brownsville Metro	Simon Ortiz
McAllen Metro	Jon Ray Bocanegra
Port of Brownville	Absent
Port of Harlingen	Amy Lynch
Port Isabel-San Benito Navigation District	Absent
Cameron County Spaceport Dev Corp.	Absent
Guest	
RGVMPO Interim- Executive Director	Luis Diaz
LRGDVC	Javier Dominguez
RGVMPO Staff	

III) PUBLIC COMMENTS

No public comments

IV) CONSENT AGENDA

A. Approval of Minutes

Consideration and Action to Approve the Minutes of March 14, 2024

Chairman Benjamin Worsham asked if there were any corrections to the minutes. Chairman had the following correction for the minutes; Correct the agency listed for Benjamin Worsham from Hidalgo County RMA to Cameron County. Correct the name of the moderator from Ramon Navarro to Ben Worsham.

No other corrections or comments were noted to the minutes. Item tabled and would be brought up for approval during the next TAC meeting.

B. Discussion and Action to recommend transit projects for 5310 Program Funds

Fernando Cantu presented the scores from the subcommittee's review of two submissions for the Weslaco Loop Corridor Study RFP. ETSI received a score of 92.6, while TEDSI received an 85.9. Fernando requested a recommendation from the TAC members to take to the Transportation Policy Board for approval.

Chairman Benjamin Worsham asked if there were any questions regarding the scoring, to which there were none.

He then asked for a motion either to approve by scoring or any other motion.

Juan Peña Jr. from the City of Brownsville made a motion to approve ETSI based on the highest score, which was seconded by Rene Gonzalez from the City of McAllen. Chairman Benjamin Worsham confirmed approval of ETSI.

C. Discussion and Possible Action regarding Category 7 Utilization & Carryover

Eva Garcia provided a recap and detailed presentation on the Texas administrative code amendments related to transportation funding. She discussed the annual review of carryover funds, specifically focusing on Category 7 funding. Eva explained that funds exceeding 200% of the risk would be potentially transferred and highlighted the importance of utilization strategies to decrease carryover. She outlined the goals and progress made in increasing utilization rates, noting a significant increase in estimated utilization for fiscal year 2024. Eva also discussed projected utilization rates for future years and their impact on carryover thresholds.

Chairman Ben Worsham opened the floor for questions or discussion regarding Eva Garcia's presentation. No questions were raised by the attendees.

He inquired if Eva Garcia was requesting any action from the committee. Eva clarified that while she kept it as a possible action item, no specific action was required at this time. Chairman Worsham confirmed that no action was needed, and the meeting proceeded to the next agenda item.

D. Discussion and Action for approval of Federal Functional Classification requests of SL 195 Projects Phase I and II.

Luis Diaz presented two requests from TxDOT for SL195 projects in Starr County: Phase I from FM 3167 to FM 755, and Phase II from FM 649 to FM 3167. Both segments were requested to be classified as rural principal arterials. Mr. Diaz clarified that while both projects were presented as one item, they would require separate resolutions at the Policy Board due to their being different phases.

Chairman Ben Worsham opened the floor for questions or discussion regarding Luis Diaz's presentation. No questions were raised by the attendees.

Tomas Reyna from the City of Edinburg motioned to approve the requests. Juan Peña Jr. from the City of Brownsville seconded the motion. Chairman Ben Worsham confirmed the motion, and it passed unanimously.

V) REPORTS AND UPDATES

A. Presentation and Discussion regarding Active Transportation Media Awareness Campaigns (Education and Encouragement)

Eva Garcia provided an overview of the Active Transportation Media Awareness Campaigns, focusing on education and encouragement initiatives. She highlighted the importance of promoting walking and biking activities, along with the benefits they offer in terms of community health, connectivity, and accessibility. Key recommendations included promoting events like walking and bike months, developing media awareness campaigns, and utilizing social media platforms to promote existing trails. Eva emphasized the need for better communication and marketing strategies to raise awareness about available trails and encourage their use.

Chairman Ben Worsham suggested the use of story maps to present trail information effectively. He also proposed presenting these ideas to the Policy Board for consideration.

Rene Gonzalez suggested utilizing KMC maps with Google Earth for improved accessibility. Eva Garcia welcomed these suggestions and emphasized the need for better communication strategies to inform the public about available trails.

B. RGVMPO Executive Director's Report and Updates

Luis Diaz provided an update on the budget, noting that spending was well within the allocated amount. He reported that \$606,148 out of the \$885,217 budget had been spent, representing 14.27% of the total budget.

Luis also shared personal news, informing the members that he and his wife are expecting their third son in May. He mentioned that this might affect his availability for the next Technical Advisory Committee (TAC) meeting but assured the board that necessary arrangements would be made to ensure the smooth continuation of proceedings.

Additionally, Luis mentioned the request for GIS data updates, highlighting the importance of receiving any amendments or changes to city limit data or annexations. He encouraged members to send over any relevant information to facilitate the update of the interactive map.

Chairman Ben Worsham thanked Luis for the report and opened the floor for any questions or comments. No further discussion took place.

C. TxDOT Project Status Report

Dora Robles provided an overview of the current TxDOT projects and upcoming lettings. She mentioned a busy letting month with a project in the city of Pharr, specifically the Pharr International Twin Bridge, scheduled for the end of the month. Looking ahead to May, Dora highlighted the inclusion of two projects, Nolana Loop, and Liberty Boulevard, which have been moved from previous fiscal years to fiscal year 2024 and are set to be let at the end of May.

Dora also reported progress on the two TASA projects with Cameron County and the city of Pharr, which need to be re-let. She expressed optimism about nearing a resolution and anticipated providing an update at the next meeting. Additionally, she mentioned a June letting in Starr County for a project on US 83, as well as upcoming projects in August.

Chairman Ben Worsham thanked Dora for the report and opened the floor for any questions or comments. No further discussion took place.

VI) NEW OR UNFINISHED BUSINESS

None

VII) ADJOURNMENT:

There being no further business to come before the RGVMPO TAC Members, Chairman Ben Worsham called for a motion to adjourn. Tomas Reyna with the City of Edinburg made a motion to adjourn the meeting at 10:28am. The motion was seconded by Juan Peña with the City of Brownsville, meeting was adjourned.

IV. Action & Discussion Items

B. Discussion and Action on the FY 2025-2028 Comprehensive Transportation Improvement Program (TIP) Document & Programming Tables

Action **Possible Action** **Information**

Presenter: **Rudy Zamora Jr., RGVMPPO Transportation Planner II**

Summary: The FY 2025-2028 Transportation Improvement Program is under review and a 30-day public involvement process has begun. A comprehensive document has been prepared by RGVMPPO staff, including programming tables and supporting materials required by the Federal Highway Administration (FHWA) & Federal Transit Administration (FTA). Both Technical Advisory Committee & Transportation Policy Board members' approval is needed before uploading documentation & programming tables to the E-STIP Portal.

Background: Every two years, MPO's and Departments of Transportation prepare a new TIP with supporting materials including federal compliance, performance measures, resolutions, and programming tables for both TIP & MTP years. Public involvement for the FY 2025-2028 TIP will be held from May 1st – May 31st, 2024. Both in-person and online/social media outreach will be conducted by MPO staff. The deadline to upload our comprehensive document is June 5th, 2024.

Item IV. B. - Comprehensive TIP Document for FY 2025-2028



The FY 2025-2028 Transportation Improvement Program is under review and a 30-day public involvement process has begun. A comprehensive document has been prepared by RGVMPO staff, including programming tables and supporting materials required by the Federal Highway Administration (FHWA) & Federal Transit Administration (FTA).



RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

PUBLIC INVOLVEMENT

Your Opportunity to Get Involved

As part of the 30-day public involvement process, the RGVMPO and the Texas Department of Transportation (TXDOT) are giving notice of programming our short and long-range planning tables: the **FY 2025-2028 Transportation Improvement Program (TIP)**, the FY 2020-2045 Metropolitan Transportation Plan (MTP), and Section 5307 Program of Projects for regional transit providers. The comprehensive TIP literature will also be available for review.

The MTP is the RGVMPO's 25-year, long range transportation planning document that serves as a blueprint for the next 25 years. The TIP is the RGVMPO's 4-year short range plan that programs preliminary engineering, right of way acquisition, construction, and construction engineering phases for the next 4 years. Both highway and transit projects are listed within our region's short-range plan, as well as the Statewide Transportation Improvement Program (STIP). Transportation alternatives, such as hike & bike trails, are also listed within our long-range plan.

This information will be available for public review and comment on our **Website's News Section** from **May 1 – May 31, 2024**. We encourage the public to participate in our planning efforts by expressing concerns and asking questions related to our region's transportation projects. Public involvement briefings will be delivered via the RGVMPO website, social media outlets, and in-person engagement meetings. Drafted copies of our planning documents will be displayed, and an informational video will be available for viewing throughout the public involvement process.

Connect with us via social media or visit our website.



[RGV MPO | Edinburg TX | Facebook](#)

<https://twitter.com/rgvmpo>

[RGV MPO - YouTube](#)

[Rio Grande Valley MPO, TX | Home \(rgvmpo.org\)](http://rgvmpo.org)



RGVMPO Staff will be hosting in-person public engagements at the following locations:

LRGVDC Ken Jones Small Boardroom

301 W Railroad St, Weslaco, TX 78596

May 9, 2024: from 2:00 PM – 4:00 PM

Metro McAllen Transit Center

1501 US - 83 BUS, McAllen, TX 78501

May 17, 2024: from 2:00 PM – 4:00 PM

CycloBia

Downtown Brownsville, TX 78520

May 24, 2024: from 6:00 PM – 8:00 PM

**Additional locations pending & schedule is subject to change*

Summary of Amendments

FY 2025-2028 Transportation Improvement Program

Brownsville Area

CSJ # 0921-06-315 - C, CE - On East Loop, from I-69E to SH4

Moved to FY 2027 & Revised Cost

CSJ # 0921-06-291 - C, CE - On Morrison Rd., from FM 1847 to Dana Rd.

Moved to FY 2028 & Revised Cost

CSJ # 0921-06-371 - C - Signal Improvements, Various Locations within Cameron County

CAT 10 CRP Grouped and added to FY 2025

CSJ # 0921-06-372 - C - Construction of bus passenger loading areas and facility improvements, Various locations throughout the City of Brownsville

CAT 10 CRP Grouped and added to FY 2026

CSJ # 0921-06-289 - C - Southmost Nature Trail, from La Posada Dr. to Alamada Dr./Monsees Rd

CAT 10 CRP Grouped and added to FY 2026

CSJ # 0921-06-360 - C - Southmost NT Ph. III, from Calle Milpa Verde to Manzano St

CAT 10 CRP Grouped and added to FY 2026

CSJ # 0921-06-361 - C - Southmost Nature Trail Ph. V, from International Blvd to Los Ebanos Blvd/Historic Battlefield TRAIL

CAT 10 CRP Grouped and added to FY 2027

CSJ # 0684-01-068 C - SH 550 Gap 2 Pending Addition of Federal Earmark Funds in FY 2025

Harlingen San Benito Area

CSJ # 0921-06-257 - C, CE - On S. Parallel Corridor, from FM 2520 to FM 1577

Moved to FY 2025

CSJ # 0921-06-370 - C - Stenger St., from BUS 77 W. to Fannin St.

CAT 10 CRP Grouped and added to FY 2025

Hidalgo County Area

CSJ # 0921-02-328 - C, CE - On Taylor Rd, from Mile 2 N Business 83
Moved to FY 2025

CSJ # 0921-02-142 - R - International Bridge Trade Corridor, from 365 Tollway at FM 493 to IH2
Moved to FY 2026?

CSJ # 0921-02-442 - PE, R - On Trenton Rd., from I-69 C to FM 907
Revised Cost and Local Contribution

CSJ # 0921-02-512 - C - On Bentsen Rd., from FM 676 (Mile 5) to FM 1924 (Mile 3)
Moved to FY 2027 & Revised Cost – Requesting \$10,038,495 of CAT 7 (Construction)

CSJ # 0921-02-396 - C – Nolana Loop, from FM 2220 to FM 1926
Moved to FY 2028 – Requesting \$8,622,053 of CAT 7

CSJ # 0921-02-254 - C, E, R - On Mile 1 East, from Bus 83 to Mile 8 North
Moved to FY 2027 & Revised Cost

CSJ # 0921-02-142 - C - International Bridge Trade Corridor, from 365 Tollway at FM 493 to IH2
Moved to FY 2028

CSJ # 0921-02-440 - C - On Freddy Gonzalez, from US BUS 281 (Closner Blvd.) to I-69C (US 281)
Moved to FY 2028

CSJ # 0921-02-522 - C – Signal Improvements, Various Locations within Hidalgo County
CAT 10 CRP Grouped and added to FY 2025

CSJ # TBD - C – On ***, from Mile 10 N. to Weslaco City North Park
CAT 10 CRP Grouped and added to FY 2028

CSJ # 0921-02-322 - C, E, R - Liberty Blvd (Phase II), from FM 2221 to Mile 3 Rd.
Move to FY 2025 & Revised Cost

CSJ 0921-02-403 - C, E, R - Eldora Rd, from FM 3362 (Jackson Rd) to Veterans Blvd (I Rd)
Move to FY 2026 & Revised Cost

CSJ # 0921-02-360 - C, E, R – Mile 10 North, from Westgate (Mile 6W) to FM 1015
Move to FY 2028 & Revised Cost

CSJ # 0921-02-448 - C, CE – Mile 6 W Rd, from SH 107 to Mile 14 1/2
Move to FY 2028 & Revised Cost

CSJ # 0921-02-442 - C, CE – Trenton Rd, from I-69C/US 281 to FM 907
Revised Cost and Local Contribution

TXDOT Project Updates

CSJ # 0039-12-254 – C – BUS 77 X, from Commerce St. to Arroyo Bridge
Revised cost & funding in FY 2028

CSJ # 0327-08-098 – C – BUS 77X, from SS 206 to Commerce St.
Revised cost & funding in FY 2026

CSJ # 0342-01-093 – C – SH 107, from BUS 281 W. to IH-69C
Revised cost & funding in FY 2027

CSJ # 3632-01-001 – C – SL 195, from New Location, FM 3167 to FM 755
Revised cost & funding in FY 2025

CSJ # 0255-07-140 – C – US 281, from .273 mi. S. of SH 186 to .023 mi. N. of FM 490
Revised cost & funding in FY 2025

CSJ # 0528-01-118 – C – SH 107, from SH 495 to FM 1924
Revised cost & funding in FY 2025

CSJ # 0864-01-069 – C – FM 494, from FM 676 to FM 1924
Revised cost & funding in FY 2025

CSJ # 1064-01-027 – C – FM 676, from SH 107 to Taylor Rd.
Revised cost & funding in FY 2025

CSJ # 1803-01-092 -C – FM 1925, from 10th St. to McColl Rd.
Revised cost & funding in FY 2025

CSJ # 3632-01-002 – C – SL 195, from New location, FM 649 to FM 3167
Revised cost & funding in FY 2026

CSJ # 0220-04-049 – C – US 281, from .5 mi. W. of FM 1577 to FM 1421
Revised cost & funding in FY 2026

CSJ # 0220-04-050 – C – US 281, from FM 732 to .5 Mi. W. of FM 1577
Revised cost & funding in FY 2026

CSJ # 0255-06-073 – C – US 281, from 7.4 Mi. N. of SH 186 to 3.9 Mi. N. of SH 186
Revised Cost & funding in FY 2028

CSJ # 0342-01-103 – C – SH 107, from IH-69C to FM 1426
Adding project to FY 2027

CSJ # 0865-01-108 – C – SH 495, Veteran's Blvd, from IH-2 to SH 364 (La Homa Rd)
Revised Cost & funding in FY 2026

CSJ # 1228-03-041 – C – FM 1015, from Mile 12 Rd. to SH 107
Revised Cost, Description, & Funding in FY 2027

CSJ # 1429-02-036 – C – FM 1426, from Nolana Loop to IH-2
Revised Cost & funding in FY 2027

CSJ # 1803-01-094 – C – FM 1925, from Wallace Rd. to 10th St.
Revised Cost & funding in FY 2026

CSJ # 2094-01-063 – C – FM 2220, from FM 1925 to SH 107
Revised Cost & funding in FY 2026

CSJ # 2717-01-027 – C – FM 3248, from IH-69E to FM 1847
Revised Cost & funding in FY 2027

CSJ # 3468-01-021 – C – FM 3362, from SH 495 to BUS 83 S.
Revised Cost & funding in FY 2027

CSJ # 0921-02-142 – C – IBTC, from 365 Tollway at FM 493 to IH-2
Moved to FY 2028

Brownsville Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-371	VA	C	BROWNSVILLE	BROWNSVILLE	\$1,020,600
LIMITS FROM: Various Locations within Cameron County						REVISION DATE:	6/1/2024
LIMITS TO:						MPO PROJ NUMBER:	SIG-1
PROJECT DESCRIPTION: Signal Improvements						FUNDING CAT(S):	10 CRP, 3LC
REMARKS P7:						Grouped Project	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$46,643	\$1,020,600	CAT 10 - CRP	\$756,000	\$189,000		\$945,000	
ROW PURCHASE:			CAT 3 LC			\$75,600	\$75,600	
CONST COST:	\$1,020,600							
CONST ENG:	\$59,779							
CONTING:	\$6,899							
IND COSTS:	\$27,605							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$1,161,526		TOTALS	\$756,000	\$0	\$189,000	\$75,600	\$1,020,600

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0684-01-068	SH 550	C, CE	BROWNSVILLE	CCRMA	\$32,596,381
LIMITS FROM: 0.203 MI S OF FM 1847						REVISION DATE:	6/1/2024
LIMITS TO: 1.13 MI SE OF UPRR OVRPSS FM 3248						MPO PROJ NUMBER:	BMPO-CCR1
PROJECT DESCRIPTION: CONSTRUCT CONTROLLED ACCESS TOLLED FACILITY						FUNDING CAT(S):	7, 7 STP-Flex
REMARKS P7: CE: \$1,631,503 (CAT 7) Pending Federal Earmark Funds						PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$1,000,000	\$32,596,381	CAT 7	\$20,184,487	\$5,046,122		\$25,230,609	
ROW PURCHASE:	\$0		CAT 7 STP-Flex	\$2,161,668			\$2,161,668	
CONST COST:	\$30,403,799		CAT 3LC			\$5,204,104	\$5,204,104	
CONST ENG:	\$2,192,582							
CONTING:	\$1,511,627							
IND COSTS:	\$1,511,627							
BND FINANCING:	\$0							
POT CHG ORDER:	\$0							
TOTAL PROJECT COST:	\$36,619,635		TOTALS	\$22,346,155	\$0	\$5,046,122	\$5,204,104	\$32,596,381

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Brownsville Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

PHARR	CAMERON	0921-06-290	CS	C, CE	BROWNSVILLE	CAMERON COUNTY	\$34,392,054	
LIMITS FROM:		ON OLD ALICE ROAD, FROM Sports Park Blvd				REVISION DATE: 6/1/2024		
LIMITS TO:		SH 100				MPO PROJ NUMBER: BMPO-E2		
PROJECT DESCRIPTION:		WIDEN FROM 2 LANE TO 4 LANE URBAN ROADWAY				FUNDING CAT(S): 7, 3LC		
REMARKS				PROJECT HISTORY:				
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,100,000	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$139,339							
CONST COST:	\$32,078,688							
CONST ENG:	\$2,313,366							
CONTING:	\$1,667,560							
IND COSTS:	\$1,667,560							
BND FINANCING:	\$0							
POT CHG ORDER:								
TOTAL PROJECT COST:	\$38,966,513							
			TOTALS	\$25,082,667	\$4,828,413	\$1,442,254	\$3,038,720	\$34,392,054

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Brownsville Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-334	VA	C	Los Fresnos	Los Fresnos	\$3,612,115
LIMITS FROM:		220 ft. N. of Alvarez St., along canal				REVISION DATE:	6/1/2024
LIMITS TO:		56 ft. S. of Huisache St				MPO PROJ NUMBER:	BMPO-LF2
PROJECT DESCRIPTION:		Construct Hike and Bike (Los Fresnos Hike and Bike Trail)				FUNDING CAT(S):	10 CRP, 3
REMARKS P7:		Grouped Project					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$154,320						
ROW PURCHASE:			\$2,400,000		\$600,000		\$3,000,000
CONST COST:	\$3,334,653					\$612,115	\$612,115
CONST ENG:	\$277,462	\$3,612,115					
CONTING:	\$61,753						
IND COSTS:	\$91,332						
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$3,919,520		\$2,400,000	\$0	\$600,000	\$612,115	\$3,612,115

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0220-04-049	US 281	C	BROWNSVILLE	TXDOT	\$34,378,833
LIMITS FROM:		0.5 Mi W. of FM 1577				REVISION DATE:	6/1/2024
LIMITS TO:		FM 1421				MPO PROJ NUMBER:	BMPO-D3
PROJECT DESCRIPTION:		Widen from 2 lanes to 4 lanes rural				FUNDING CAT(S):	2
REMARKS P7:		PROJECT HISTORY:					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$729,149						
ROW PURCHASE:	\$2,618,405		\$27,503,066	\$6,875,767			\$34,378,833
CONST COST:	\$34,378,833						
CONST ENG:	\$883,908	\$34,378,833					
CONTING:	\$880,600						
IND COSTS:	\$431,537						
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$39,922,432		\$27,503,066	\$6,875,767	\$0	\$0	\$34,378,833

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	

Brownsville Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

PHARR	CAMERON	0921-06-360	VA	C	BROWNSVILLE	BROWNSVILLE	\$2,528,700
LIMITS FROM: Southmost NT Ph. III, from Calle Milpa Verde					REVISION DATE: 6/1/2024		
LIMITS TO: Manzano St.					MPO PROJ NUMBER: BMPO-ST3		
PROJECT DESCRIPTION: CONSTRUCT 10' CONCRETE HIKE AND BIKE TRAIL					FUNDING CAT(S): 10 CRP, 3LC		
REMARKS P7:					Grouped Project		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$112,843							
ROW PURCHASE:			CAT 10 - CRP	\$2,000,000	\$500,000		\$2,500,000	
CONST COST:	\$2,528,700		CAT 3 LC			\$28,700	\$28,700	
CONST ENG:	\$202,888	\$2,528,700						
CONTING:	\$45,155							
IND COSTS:	\$66,785							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$2,956,371		TOTALS	\$2,000,000	\$0	\$500,000	\$28,700	\$2,528,700

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	CAMERON	0039-10-091	SH 4	C	BROWNSVILLE	TXDOT	\$65,000,000	
LIMITS FROM: FM 1419					REVISION DATE: 6/1/2024			
LIMITS TO: Remedios Ave.					MPO PROJ NUMBER: CCSH-4			
PROJECT DESCRIPTION: Super 2 & Reconstruct Roadway					FUNDING CAT(S): 2, 4			
REMARKS P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$3,433,112							
ROW PURCHASE:			CAT 2	\$20,000,000	\$5,000,000		\$25,000,000	
CONST COST:	\$65,000,000		CAT 4	\$32,000,000	\$8,000,000		\$40,000,000	
CONST ENG:	\$2,788,527	\$65,000,000						
CONTING:	\$5,063,500							
IND COSTS:	\$2,031,842							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$78,316,981		TOTALS	\$52,000,000	\$13,000,000	\$0	\$0	\$65,000,000

Brownsville Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

PHARR	CAMERON	0921-06-340	CS	C, CE	BROWNSVILLE	CCRMA	\$9,958,562
LIMITS FROM: On West Blvd., from FM 3248 (Alton Gloor)					REVISION DATE: 6/1/2024		
LIMITS TO: FM 802 (Ruben Torres Blvd.)					MPO PROJ NUMBER: BMPO-WBL		
PROJECT DESCRIPTION: Roadway/Trail Construction phase of multimodal corridor					FUNDING CAT(S): 3LC, 7		
REMARKS P7:					PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$312,566		CAT 3 LC				\$9,808,562	\$9,808,562
ROW PURCHASE:	\$100,000		CAT 7	\$120,000		\$30,000		\$150,000
CONST COST:	\$9,178,398							
CONST ENG:	\$780,164	\$9,958,562						
CONTING:	\$458,920							
IND COSTS:	\$458,920							
POT CHG ORDER:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$11,288,968		TOTALS:	\$120,000	\$0	\$30,000	\$9,808,562	\$9,958,562

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	CAMERON	0921-06-289	VA	C	BROWNSVILLE	BROWNSVILLE	\$1,011,953
LIMITS FROM: SOUTHMOST NATURE TRAIL, From La Posada Dr.					REVISION DATE: 6/1/2024		
LIMITS TO: Alamada Dr./Monsees Rd.					MPO PROJ NUMBER: BMPO-ST2		
PROJECT DESCRIPTION: Construct 5' wide concrete trail, drinking fountains, benches, curb ramps, and a re-designation of an adjacent lane into a shared road					FUNDING CAT(S): 10 CRP, 3LC		
REMARKS P7: SOUTHMOST NATURE TRAIL PHASE IV					Grouped Project		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$46,826		CAT 10 - CRP	\$800,000	\$144,000	\$56,000		\$1,000,000
ROW PURCHASE:			CAT 3LC				\$11,953	\$11,953
CONST COST:	\$1,011,953							
CONST ENG:	\$84,192	\$1,011,953						
CONTING:	\$18,646							
IND COSTS:	\$27,714							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$1,189,331		TOTALS	\$800,000	\$144,000	\$56,000	\$11,953	\$1,011,953

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	

Brownsville Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

PHARR	CAMERON	0921-06-207	VA	C	BROWNSVILLE	TXDOT	\$34,565,643	
LIMITS FROM:		Vicinity of GSA Facility at Brownsville				REVISION DATE: 6/1/2024		
LIMITS TO:		Veterans Intl. Bridge at Los Tomates				MPO PROJ NUMBER: BMPO-LS17		
PROJECT DESCRIPTION:		Construction of Border Safety Inspection Facility				FUNDING CAT(S): 7, 3LC		
REMARKS P7:		PROJECT HISTORY:						
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$1,603,855	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$4,458,725		CAT 10	\$5,377,903	\$1,318,899			\$6,696,802
CONST COST:	\$34,565,643							
CONST ENG:	\$1,440,197		CAT 11	\$22,295,073	\$5,573,768			\$27,868,841
CONTING:	\$726,519							
IND COSTS:	\$949,221							
BND FINANCING:	\$0							
POT CHG ORDER:								
TOTAL PROJECT COST:	\$43,744,160		TOTALS	\$27,672,976	\$6,892,667	\$0	\$0	\$34,565,643

Brownsville Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2027

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	2717-01-027	FM 3248	C		TXDOT	\$32,627,456
LIMITS FROM:		IH-69E		REVISION DATE:		6/1/2024	
LIMITS TO:		FM 1847		MPO PROJ NUMBER:		BMPO-AG1	
PROJECT DESCRIPTION:		Widen from 4 lanes to 6 lanes with raised median		FUNDING CAT(S):		2	
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,004,656							
ROW PURCHASE:			CAT 2	\$26,101,965	\$6,525,491			\$32,627,456
CONST COST:	\$32,627,456							
CONST ENG:	\$1,217,889	\$32,627,456						
CONTING:	\$1,213,332							
IND COSTS:	\$594,593							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$36,657,927		TOTALS	\$26,101,965	\$6,525,491	\$0	\$0	\$32,627,456

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-315	CS	C,CE	BROWNSVILLE	CCRMA	\$187,480,828
LIMITS FROM:		ON EAST LOOP FROM I-69E		REVISION DATE:		6/1/2024	
LIMITS TO:		SH 4		MPO PROJ NUMBER:		BMPO-E4	
PROJECT DESCRIPTION:		CONSTRUCTION OF 4 TO 6 LANE ROADWAY PARTIALLY ON NEW LOCATION		FUNDING CAT(S):		3LC, 12, 7, 10	
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$8,165,083							
ROW PURCHASE:	\$5,600,000		CAT 3 LC				\$178,223,125	\$178,223,125
CONST COST:	\$176,599,605		CAT 12	\$5,976,950	\$1,494,238			\$7,471,188
CONST ENG:	\$10,881,223	\$187,480,828	CAT 7	\$700,000		\$175,000		\$875,000
CONTING:	\$8,956,123		CAT 10	\$729,212	\$182,303			\$911,515
IND COSTS:	\$4,832,396							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$215,034,430		TOTALS	\$7,406,162	\$1,676,541	\$175,000	\$178,223,125	\$187,480,828

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Brownsville Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2028

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0684-03-019	FM 1732	C		TXDOT	\$25,267,200
LIMITS FROM:		US 281		REVISION DATE:		6/1/2024	
LIMITS TO:		IH-69E		MPO PROJ NUMBER:		BMPO-BB1	
PROJECT DESCRIPTION:				PROJECT HISTORY:			
Widen from 2 lanes to 4 lanes Urban				FUNDING CAT(S): 2			
REMARKS P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,174,972						
ROW PURCHASE:			CAT 2	\$20,213,760	\$5,053,440		\$25,267,200
CONST COST:	\$25,267,200						
CONST ENG:	\$1,424,354	\$25,267,200					
CONTING:	\$1,419,024						
IND COSTS:	\$695,392						
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$29,980,942		TOTALS	\$20,213,760	\$5,053,440	\$0	\$0

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-291	CS	C,CE	Brownsville	CCRMA	\$16,194,298
LIMITS FROM:		On Morrison Rd., from FM 1847		REVISION DATE:		6/1/2024	
LIMITS TO:		Dana Rd.		MPO PROJ NUMBER:		BMPO-M1	
PROJECT DESCRIPTION:				PROJECT HISTORY:			
Construct 4 lane urban roadway				FUNDING CAT(S): CAT 3			
REMARKS P7:				Segment 1			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$712,879						
ROW PURCHASE:			CAT 3 LC			\$16,194,298	\$16,194,298
CONST COST:	\$15,330,114						
CONST ENG:	\$864,184	\$16,194,298					
CONTING:	\$860,950						
IND COSTS:	\$421,908						
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$18,190,035		TOTALS	\$0	\$0	\$0	\$16,194,298

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Harlingen-San Benito Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-370	Stenger St.	C	San Benito	CCRMA	\$1,820,162
LIMITS FROM:		BUS 77 W.			REVISION DATE:		6/1/2024
LIMITS TO:		Fannin St.			MPO PROJ NUMBER:		STNG-1
PROJECT DESCRIPTION:				Construct 10' Concrete Shared Use Path			
REMARKS P7:				Grouped Project			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$87,464		10 CRP	\$1,400,125	\$234,521	\$115,510		\$1,750,156
ROW PURCHASE:			3LC				\$70,006	\$70,006
CONST COST:	\$1,820,162	\$1,820,162						
CONST ENG:	\$157,257							
CONTING:	\$34,828							
IND COSTS:	\$51,765							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$2,151,476		TOTALS	\$1,400,125	\$234,521	\$115,510	\$70,006	\$1,820,162

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0921-06-257	CS	C,CE	HARLINGEN	CAMERON COUNTY	\$12,341,081
LIMITS FROM:		On S. Parallel Corridor, from FM 2520			REVISION DATE:		6/1/2024
LIMITS TO:		FM 1577			MPO PROJ NUMBER:		HSB-110
PROJECT DESCRIPTION:				New Location - 2 lane rural roadway in a proposed 120 ft. ROW			
REMARKS P7:				CE: \$45,000 (CAT 7)			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$466,049		3LC				\$576,081	\$576,081
ROW PURCHASE:	\$1,200,000		CAT 7	\$5,412,000		\$1,353,000		\$6,765,000
CONST COST:	\$11,720,000	\$12,341,081	Rider 11B	\$4,000,000	\$1,000,000			\$5,000,000
CONST ENG:	\$621,081							
CONTING:	\$405,000							
IND COSTS:	\$275,825							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$14,687,955		TOTALS	\$9,412,000	\$1,000,000	\$1,353,000	\$576,081	\$12,341,081

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Harlingen-San Benito Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0220-04-050	US 281	C	HARLINGEN	TXDOT	\$24,396,118
LIMITS FROM:		FM 732		REVISION DATE:		6/1/2024	
LIMITS TO:		.5 Mi. W. of FM 1577		MPO PROJ NUMBER:		HSB-081	
PROJECT DESCRIPTION:		Widen from 2 to 4 Lane Rural		FUNDING CAT(S):		2	
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT 2	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$699,983							
ROW PURCHASE:	\$1,213,000			\$19,516,894	\$4,879,224			\$24,396,118
CONST COST:	\$24,396,118							
CONST ENG:	\$848,551	\$24,396,118						
CONTING:	\$845,376							
IND COSTS:	\$414,276							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$28,417,304		TOTALS	\$19,516,894	\$4,879,224	\$0	\$0	\$24,396,118

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0327-08-098	BU 77X	C	HARLINGEN	TXDOT	\$9,485,602
LIMITS FROM:		SS 206		REVISION DATE:		6/1/2024	
LIMITS TO:		Commerce St.		MPO PROJ NUMBER:		HSB-77	
PROJECT DESCRIPTION:		Construct Raised Median		FUNDING CAT(S):		2	
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	CAT 2	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$130,920							
ROW PURCHASE:	\$9,485,602			\$7,588,482	\$1,897,120			\$9,485,602
CONST COST:	\$9,485,602							
CONST ENG:	\$120,767	\$9,485,602						
CONTING:	\$1,869							
IND COSTS:	\$77,484							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$9,816,642		TOTALS	\$7,588,482	\$1,897,120	\$0	\$0	\$9,485,602

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	✓

Harlingen-San Benito Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

PHARR	CAMERON	0921-06-254	FM 509	C,E,R	HARLINGEN	CCRMA	\$22,223,144
LIMITS FROM:		FM 508			REVISION DATE:		6/1/2024
LIMITS TO:		FM 1599			MPO PROJ NUMBER:		HSB-509
PROJECT DESCRIPTION:					NEW LOCATION-CONSTRUCT 2 LANE RURAL ROADWAY		
REMARKS P7:					PE: \$686,000		
PROJECT HISTORY:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$958,355		CAT 2	\$5,824,000	\$1,456,000	\$0	\$0	\$7,280,000
ROW PURCHASE:	\$2,000,000		CAT 10	\$686,000	\$0	\$0	\$0	\$686,000
CONST COST:	\$19,987,634		3LC				\$14,257,144	\$14,257,144
CONST ENG:	\$1,277,155	\$22,223,144						
CONTING:	\$1,051,201							
IND COSTS:	\$567,190							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$25,841,535		TOTALS	\$6,510,000	\$1,456,000	\$0	\$14,257,144	\$22,223,144

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Harlingen-San Benito Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2027

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON						

LIMITS FROM:	REVISION DATE:
LIMITS TO:	MPO PROJ NUMBER:
PROJECT DESCRIPTION: Pending Projects	FUNDING CAT(S):
REMARKS P7:	PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE				
	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:						
ROW PURCHASE:						
CONST COST:						
CONST ENG:						
CONTING:						
IND COSTS:						
POT CHG ORDER:						
BND FINANCING:						
TOTAL PROJECT COST:	\$0	TOTALS	\$0	\$0	\$0	\$0

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Harlingen-San Benito Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2028

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	CAMERON	0039-12-254	BUS 77X	C		TXDOT	\$8,215,439

LIMITS FROM: Commerce St. REVISION DATE: 6/1/2024

LIMITS TO: Arroyo Bridge MPO PROJ NUMBER: HSB-136

PROJECT DESCRIPTION: Construct Raised Median FUNDING CAT(S): 2

REMARKS P7: PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$208,328							
ROW PURCHASE:			CAT 2	\$6,572,351	\$1,643,088			\$8,215,439
CONST COST:	\$8,215,439							
CONST ENG:	\$252,545	\$8,215,439						
CONTING:	\$251,600							
IND COSTS:	\$123,296							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$9,051,208		TOTALS	\$6,572,351	\$1,643,088	\$0	\$0	\$8,215,439

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-322	Liberty Blvd (Phase II)	C,E,R		HC 3	\$12,134,411

LIMITS FROM:	FM 2221	REVISION DATE:	6/1/2024
LIMITS TO:	Mile 3 Rd.	MPO PROJ NUMBER:	HC-284b
PROJECT DESCRIPTION:	New location (from FM 2221 to Mile 4) and reconstruction of existing roadway to a 2 lane rural facility with shoulders	FUNDING CAT(S):	7, 3LC
REMARKS P7:	PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$475,427		CAT 7					
ROW PURCHASE:	\$2,030,000			\$9,426,362	\$2,003,102	\$353,489		\$11,782,953
CONST COST:	\$9,137,902		CAT 3 LC				\$351,458	\$351,458
CONST ENG:	\$966,509	\$12,134,411						
CONTING:								
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$12,609,838		TOTALS	\$9,426,362	\$2,003,102	\$353,489	\$351,458	\$12,134,411

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-322	CS	R,E,C		HC 3	\$10,796,358

LIMITS FROM:	On Mile 3 N. (Phase II), from FM 2221	REVISION DATE:	6/1/2024
LIMITS TO:	Tom Gill Rd.	MPO PROJ NUMBER:	HC-286b
PROJECT DESCRIPTION:	New Location - 2 Lane Rural Roadway	FUNDING CAT(S):	3LC, 7
REMARKS P7:	PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$486,582		CAT 7					
ROW PURCHASE:	\$375,520			\$5,152,000	\$1,069,040	\$218,960		\$6,440,000
CONST COST:	\$9,772,392		CAT 3 LC				\$3,606,358	\$3,606,358
CONST ENG:	\$648,446	\$10,796,358	CAT 7	\$600,000		\$150,000		\$750,000
CONTING:	\$533,723							
IND COSTS:	\$287,977							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$12,104,640		TOTALS	\$5,752,000	\$1,069,040	\$368,960	\$3,606,358	\$10,796,358

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1064-01-027	FM 676	C	MISSION	TXDOT	\$35,262,482

LIMITS FROM: SH 107 (Conway)	REVISION DATE: 6/1/2024
LIMITS TO: Taylor Rd.	MPO PROJ NUMBER: HC-117c

PROJECT DESCRIPTION: Widen from 2 to 4 Lanes w/ Left Turn Lane	FUNDING CAT(S): 2,10
--	----------------------

REMARKS P7:	PROJECT HISTORY:
-------------	------------------

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,765,908	COST OF APPROVED PHASES:	CAT 2	\$27,809,397	\$6,952,349			\$34,761,746
ROW PURCHASE:	\$6,223,843		CAT 10 Earmark	\$400,589	\$100,147			\$500,736
CONST COST:	\$35,262,482							
CONST ENG:	\$2,140,713		\$35,262,482					
CONTING:	\$2,132,702							
IND COSTS:	\$1,045,129							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$48,570,777		TOTALS	\$28,209,986	\$7,052,496	\$0	\$0	\$35,262,482

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	✓

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0255-07-140	US 281	C		TXDOT	\$182,768,238

LIMITS FROM: 0.273 mi S. SH 186	REVISION DATE: 6/1/2024
LIMITS TO: 0.023 mi N. FM 490	MPO PROJ NUMBER: HC-384

PROJECT DESCRIPTION: Rural Expressway Facility (Future I-69 Corridor)	FUNDING CAT(S): 4,12
---	----------------------

REMARKS P7: CAT 4 Connectivity: \$480,000	PROJECT HISTORY:
---	------------------

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$7,517,746	COST OF APPROVED PHASES:	CAT 4	\$145,211,735	\$36,302,934			\$181,514,669
ROW PURCHASE:	\$5,265,959		CAT 12	\$1,002,855	\$250,714			\$1,253,569
CONST COST:	\$182,768,239							
CONST ENG:	\$11,706,204		\$182,768,238					
CONTING:	\$12,964,367							
IND COSTS:	\$4,449,278							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$224,671,793		TOTALS	\$146,214,590	\$36,553,648	\$0	\$0	\$182,768,238

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

PHARR	HIDALGO	0921-02-522	VA	C	Various	Edinburg	\$1,065,269
LIMITS FROM: Various Locations within Hidalgo County						REVISION DATE: 6/1/2024	
LIMITS TO:						MPO PROJ NUMBER: SIG-2	
PROJECT DESCRIPTION: Signal Improvements						FUNDING CAT(S): 10 CRP, 3LC	
REMARKS P7:						Grouped Project	
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$49,358	COST OF APPROVED PHASES:	CAT 10 CRP	\$756,000	\$189,000		\$945,000
ROW PURCHASE:			CAT 3 LC			\$120,269	\$120,269
CONST COST:	\$1,065,269						
CONST ENG:	\$63,258		\$1,065,269				
CONTING:	\$7,300						
IND COSTS:	\$29,212						
BND FINANCING:							
PT CHG ORD							
TOTAL PROJECT COST:	\$1,214,397		TOTALS	\$756,000	\$0	\$189,000	\$120,269
						\$1,065,269	

PHARR	HIDALGO	0864-01-069	FM 494	C	TXDOT	\$17,210,747	
LIMITS FROM: FM 676 (Mile 5)						REVISION DATE: 6/1/2024	
LIMITS TO: FM 1924 (Mile 3)						MPO PROJ NUMBER: HC-292b	
PROJECT DESCRIPTION: Widen to 4 lane						FUNDING CAT(S): 2	
REMARKS P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$665,879	COST OF APPROVED PHASES:	CAT 2	\$13,768,598	\$3,442,149		\$17,210,747
ROW PURCHASE:	\$10,443,901						
CONST COST:	\$17,210,747		\$17,210,747				
CONST ENG:	\$807,208						
CONTING:	\$804,187						
IND COSTS:	\$394,091						
BND FINANCING:							
PT CHG ORD							
TOTAL PROJECT COST:	\$30,326,013		TOTALS	\$13,768,598	\$3,442,149	\$0	\$0
							\$17,210,747

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

Pharr	Hidalgo		1803-01-092	FM 1925	C	McAllen	TxDOT	\$15,714,509
LIMITS FROM:		10th Street		REVISION DATE:				6/1/2024
LIMITS TO:		McColl Rd		MPO PROJ NUMBER:				HC-290
PROJECT DESCRIPTION:		Widen from 2 to 6 lane with raised median		FUNDING CAT(S):				2
REMARKS P7:				PROJECT HISTORY:				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$601,019							
ROW PURCHASE:	\$4,190,706							
CONST COST:	\$15,714,509	COST OF APPROVED PHASES:	CAT 2	\$12,571,607	\$3,142,902			\$15,714,509
CONST ENG:	\$728,582		\$15,714,509					
CONTING:	\$725,855							
IND COSTS:	\$355,705							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$22,316,376		TOTALS	\$12,571,607	\$3,142,902	\$0	\$0	\$15,714,509

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	✓

Pharr	Hidalgo		0528-01-118	SH 107 (Conway)	C	Palmhurst	TxDOT	\$36,807,790
LIMITS FROM:		SH 495		REVISION DATE:				6/1/2024
LIMITS TO:		FM 1924 (Mile 3 N)		MPO PROJ NUMBER:				HC-383
PROJECT DESCRIPTION:		Widen from 4 to 6 Lanes w/Raised Median		FUNDING CAT(S):				2
REMARKS P7:				PROJECT HISTORY:				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,178,193							
ROW PURCHASE:	\$0							
CONST COST:	\$36,807,790	COST OF APPROVED PHASES:	CAT 2	\$29,446,232	\$7,361,558			\$36,807,790
CONST ENG:	\$1,428,258		\$36,807,790					
CONTING:	\$1,422,913							
IND COSTS:	\$348,312							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$41,185,466		TOTALS	\$29,446,232	\$7,361,558	\$0	\$0	\$36,807,790

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	✓

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

PHARR	HIDALGO		0921-02-328	CS	C,CE	VARIOUS	Mission	\$16,014,424
LIMITS FROM:		ON TAYLOR RD @MILE 2 N.				REVISION DATE:		6/1/2024
LIMITS TO:		BUSINESS 83				MPO PROJ NUMBER:		HC-257
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES DIVIDED URBAN				FUNDING CAT(S):		7, 3LC
REMARKS P7:		CONST: \$7,600,000 - CE: \$887,802 (CAT 7)				PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$729,629							
ROW PURCHASE:	\$2,011,852	COST OF APPROVED PHASES:	CAT 7	\$10,790,242	\$2,562,682	\$134,878		\$13,487,802
CONST COST:	\$15,129,936		CAT 3 LC				\$2,526,622	\$2,526,622
CONST ENG:	\$884,488	\$16,014,424						
CONTING:	\$881,179							
IND COSTS:	\$431,821							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$20,068,905		TOTALS	\$10,790,242	\$2,562,682	\$134,878	\$2,526,622	\$16,014,424

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-395	CS	R	MISSION	MISSION	\$3,500,000
LIMITS FROM:		ON INSPIRATION RD/MILITARY PARKWAY LOOP, FROM IH-2				REVISION DATE:	6/1/2024
LIMITS TO:		FM 1016				MPO PROJ NUMBER:	HC-341r
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANE DIVIDED				FUNDING CAT(S):	7
REMARKS		Utilities: \$800,000				PROJECT HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,714,582	\$3,500,000	CAT 7	\$2,800,000		\$700,000		\$3,500,000
ROW PURCHASE:	\$3,500,000							
CONST COST:	\$36,871,234							
CONST ENG:	\$2,078,493							
CONTING:	\$2,070,715							
IND COSTS:	\$1,014,752							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$47,249,776		TOTALS	\$2,800,000	\$0	\$700,000	\$0	\$3,500,000

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	✓

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-442	CS	PE,R	Edinburg	HC 4	\$4,037,106
LIMITS FROM:		On Trenton Rd., from I-69C				REVISION DATE:	6/1/2024
LIMITS TO:		FM 907				MPO PROJ NUMBER:	HC-177a
PROJECT DESCRIPTION:		Widen and Reconstruct Roadway from 2 to 4 lanes divided urban				FUNDING CAT(S):	7, 3LC
REMARKS						PROJECT HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,556,458	\$4,037,106	CAT 7	\$572,000		\$143,000		\$715,000
ROW PURCHASE:	\$2,480,648							
CONST COST:	\$29,599,582							
CONST ENG:	\$1,708,954			CAT 3 LC			\$3,322,106	\$3,322,106
CONTING:								
IND COSTS:								
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$35,345,642		TOTALS	\$572,000	\$0	\$143,000	\$3,322,106	\$4,037,106

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	✓

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	0921-02-447	CS	C, CE	Weslaco	HC 1	\$25,704,000	
LIMITS FROM:		On Mile 6 W., from Mile 14 1/2				REVISION DATE:		6/1/2024
LIMITS TO:		Mile 11 N				MPO PROJ NUMBER:		HC-148bbb
PROJECT DESCRIPTION:		Widen from 2 to 4 lanes				FUNDING CAT(S):		7, 3LC
REMARKS P7:		CE: \$2,210,000				PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,239,554	COST OF APPROVED PHASES: \$25,704,000	CAT 7	\$18,089,991	\$3,979,798	\$542,700		\$22,612,489
ROW PURCHASE:	\$2,797,654		CAT 3 LC				\$3,091,511	\$3,091,511
CONST COST:	\$25,704,000							
CONST ENG:	\$1,502,643							
CONTING:	\$1,497,020							
IND COSTS:	\$733,614							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$33,474,485		TOTALS	\$18,089,991	\$3,979,798	\$542,700	\$3,091,511	\$25,704,000

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	✓

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	HIDALGO	1803-01-094	FM 1925	C	McAllen	TXDOT	\$49,411,962	
LIMITS FROM:		Wallace Rd				REVISION DATE:		6/1/2024
LIMITS TO:		10th St				MPO PROJ NUMBER:		HC-338
PROJECT DESCRIPTION:		Widen from 2 to 6 lanes with raised median				FUNDING CAT(S):		2
REMARKS P7:						PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,921,047	COST OF APPROVED PHASES: \$49,411,962	CAT 2	\$39,529,570	\$9,882,392			\$49,411,962
ROW PURCHASE:	\$3,111,575							
CONST COST:	\$49,411,962							
CONST ENG:	\$2,328,779							
CONTING:	\$2,320,065							
IND COSTS:	\$1,136,946							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$60,230,374		TOTALS	\$39,529,570	\$9,882,392	\$0	\$0	\$49,411,962

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	✓

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

PHARR	HIDALGO	0921-02-436	CS	C	PHARR	PHARR	\$6,899,256		
LIMITS FROM:		On Moore Rd. from Jackson Rd.			REVISION DATE:		6/1/2024		
LIMITS TO:		Cage Blvd.			MPO PROJ NUMBER:		HC-379		
PROJECT DESCRIPTION:		Widen to a 2-lane divided roadway with continuous center turning lane and shoulders			FUNDING CAT(S):		3LC, 7		
REMARKS P7:		PROJECT HISTORY:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$332,711	COST OF APPROVED PHASES:	\$6,899,256	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$605,000			CAT 7	\$4,867,200	\$1,131,624	\$85,176		\$6,084,000
CONST COST:	\$6,899,256			CAT 3 LC				\$815,256	\$815,256
CONST ENG:	\$403,327								
CONTING:	\$401,818								
IND COSTS:	\$196,911								
BND FINANCING:									
TOTAL PROJECT COST:	\$8,839,023	TOTALS		\$4,867,200	\$1,131,624	\$85,176	\$815,256	\$6,899,256	

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-360	CS	R	WESLACO	HC 1	\$3,200,000		
LIMITS FROM:		ON MILE 10 N., FROM MILE 6 (WESTGATE)			REVISION DATE:		6/1/2024		
LIMITS TO:		FM 1015			MPO PROJ NUMBER:		HC-264r		
PROJECT DESCRIPTION:		WIDEN FROM 2 TO 4 LANES			FUNDING CAT(S):		7		
REMARKS P7:		PROJECT HISTORY:							
Utilities: \$325,000									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$1,135,235	COST OF APPROVED PHASES:	\$3,200,000	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$3,200,000			CAT 7	\$2,560,000		\$640,000		\$3,200,000
CONST COST:	\$24,412,666								
CONST ENG:	\$1,376,183								
CONTING:	\$1,371,033								
IND COSTS:	\$671,874								
BND FINANCING:									
PT CHG ORD									
TOTAL PROJECT COST:	\$32,166,991	TOTALS		\$2,560,000	\$0	\$640,000	\$0	\$3,200,000	

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	✓

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

PHARR	HIDALGO	0921-02-521	CS	C	Mission	Mission	\$15,826,771
LIMITS FROM:		On Los Ebanos Rd., from I-2				REVISION DATE: 6/1/2024	
LIMITS TO:		Military Parkway				MPO PROJ NUMBER: HCLEB-1	
PROJECT DESCRIPTION:		Construct 4-lane urban roadway				FUNDING CAT(S): 3LC	
REMARKS P7:		Pending FC				PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
				FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$763,233	COST OF APPROVED PHASES: \$15,826,771	CAT 3LC						
ROW PURCHASE:	\$1,255,000								
CONST COST:	\$15,826,771						\$15,826,771	\$15,826,771	
CONST ENG:	\$925,225								
CONTING:	\$921,763								
IND COSTS:	\$451,709								
BND FINANCING:									
PT CHG ORD									
TOTAL PROJECT COST:	\$20,143,701		TOTALS	\$0	\$0	\$0	\$15,826,771	\$15,826,771	

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	

Pharr	Hidalgo	0865-01-108	SH 495	C	Palmview	TxDOT	\$22,208,355
LIMITS FROM:		Veterans Blvd, from IH-2				REVISION DATE: 6/1/2024	
LIMITS TO:		SH 364 (La Homa Rd)				MPO PROJ NUMBER: HC-50	
PROJECT DESCRIPTION:		Construct 4 lane divided urban section				FUNDING CAT(S): 2	
REMARKS P7:						PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$804,805	COST OF APPROVED PHASES: \$22,208,355	CAT 2					
ROW PURCHASE:	\$2,526,860							
CONST COST:	\$22,208,355				\$17,766,684	\$4,441,671		\$22,208,355
CONST ENG:	\$975,621							
CONTING:	\$971,970							
IND COSTS:	\$476,313							
POT CHG ORD:								
BND FINANCING:	\$0							
TOTAL PROJECT COST:	\$27,963,924		TOTALS	\$17,766,684	\$4,441,671	\$0	\$0	\$22,208,355

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

PHARR	HIDALGO	0921-02-375	CS	C	PHARR	PHARR	\$15,657,902		
LIMITS FROM:		ON HI LINE EAST, FROM CAGE BLVD			REVISION DATE:		6/1/2024		
LIMITS TO:		VETERANS RD			MPO PROJ NUMBER:		HC-336		
PROJECT DESCRIPTION:		WIDEN TO 2 LANE WITH CONTINUOUS LEFT TURN LANE AND SHOULDERS			FUNDING CAT(S):		7,3LC		
REMARKS P7:		PROJECT HISTORY:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$755,089	COST OF APPROVED PHASES:	\$15,657,902	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$350,000			CAT 7	\$5,332,218	\$1,199,749	\$133,305		\$6,665,272
CONST COST:	\$15,657,902			CAT 3 LC				\$8,992,630	\$8,992,630
CONST ENG:	\$915,353								
CONTING:	\$911,928								
IND COSTS:	\$446,890								
POT CHG ORD:									
BND FINANCING:	\$0								
TOTAL PROJECT COST:	\$19,037,162			TOTALS	\$5,332,218	\$1,199,749	\$133,305	\$8,992,630	\$15,657,902

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	✓

Pharr	Hidalgo	2094-01-063	FM 2220	C	Mcallen	TXDOT	\$39,552,565		
LIMITS FROM:		FM 1925			REVISION DATE:		6/1/2024		
LIMITS TO:		SH 107			MPO PROJ NUMBER:		HC-20		
PROJECT DESCRIPTION:		Widen from 2 to 6 Lanes With Median			FUNDING CAT(S):		2		
REMARKS P7:		PROJECT HISTORY:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$1,898,374	COST OF APPROVED PHASES:	\$39,552,565	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$6,158,456			CAT 2	\$31,642,052	\$7,910,513			\$39,552,565
CONST COST:	\$39,552,565								
CONST ENG:	\$2,301,294								
CONTING:	\$2,292,682								
IND COSTS:	\$1,123,527								
POT CHG ORD:									
BND FINANCING:									
TOTAL PROJECT COST:	\$53,326,898			TOTALS	\$31,642,052	\$7,910,513	\$0	\$0	\$39,552,565

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	✓

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

PHARR	HIDALGO	0921-02-394	CS	C	DONNA	DONNA	\$65,410,104			
LIMITS FROM:		@ DONNA INT'L BRIDGE			REVISION DATE:		6/1/2024			
LIMITS TO:					MPO PROJ NUMBER:		HC-361			
PROJECT DESCRIPTION:		CONSTRUCTION OF ROADWAY & COMMERCIAL FACILITIES FOR NORTHBOUND LOADED / EMPTY AND SOUTHBOUND LOADED TRUCKS			FUNDING CAT(S):		3LC, 11 B			
REMARKS P7:					PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$3,035,047	COST OF APPROVED PHASES:	\$65,410,104	FEDERAL		STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$0			CAT 3 - LOCAL					\$56,510,104	\$56,510,104
CONST COST:	\$65,410,104			Rider 11 B		\$7,120,000	\$1,780,000			\$8,900,000
CONST ENG:	\$2,725,348									
CONTING:	\$1,374,823									
IND COSTS:	\$1,796,252									
BND FINANCING:										
PT CHG ORD										
TOTAL PROJECT COST:	\$74,341,574			TOTALS	\$7,120,000	\$1,780,000	\$0	\$56,510,104	\$65,410,104	

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-362	C,E,R	McAllen	PCT 4	\$8,351,954				
LIMITS FROM:		On Russell Rd., from FM 2220 (Ware Rd)			REVISION DATE:		6/1/2024			
LIMITS TO:		Rooth Rd.			MPO PROJ NUMBER:		HC-RU1			
PROJECT DESCRIPTION:		Realignment - Wdening from 2 to 4 lane urban roadway			FUNDING CAT(S):		3LC			
REMARKS P7:		CONST: \$4,950,000 (CAT 7)			PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$364,575	COST OF APPROVED PHASES:	\$8,351,954	FEDERAL		STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$350,000			CAT 3 - LOCAL					\$3,401,954	\$3,401,954
CONST COST:	\$7,560,000			CAT 7		\$3,960,000		\$990,000		\$4,950,000
CONST ENG:	\$441,954									
CONTING:	\$440,300									
IND COSTS:	\$215,769									
BND FINANCING:	\$0									
PT CHG ORD										
TOTAL PROJECT COST:	\$9,372,598			TOTALS	\$3,960,000	\$0	\$990,000	\$3,401,954	\$8,351,954	

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

Pharr	Hidalgo	0921-02-376	CS	C,R,E	Pharr	Pharr	\$19,803,324
LIMITS FROM:		On Hi-Line West, From Jackson Rd			REVISION DATE:		6/1/2024
LIMITS TO:		Cage Blvd			MPO PROJ NUMBER:		HC-339
PROJECT DESCRIPTION:		Widen to 2 lane with continuous left turn lane			FUNDING CAT(S):		7, 3LC
REMARKS P7:		E=Construction Engineering			PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$780,834		Cat 7	\$4,905,488	\$1,103,735	\$122,637		\$6,131,860
ROW PURCHASE:	\$2,665,000		CAT 3 LC				\$13,671,464	\$13,671,464
CONST COST:	\$16,191,762							
CONST ENG:	\$946,562	\$19,803,324						
CONTING:	\$943,020							
IND COSTS:	\$462,126							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$21,989,304		TOTALS	\$4,905,488	\$1,103,735	\$122,637	\$13,671,464	\$19,803,324

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	



PHARR	HIDALGO	0921-02-538	CS	PE, CE, R, C	Weslaco	HC 1	\$13,967,937
LIMITS FROM:		On Nolana Loop, from Mile 6 W			REVISION DATE:		6/1/2024
LIMITS TO:		FM 88			MPO PROJ NUMBER:		NL-688
PROJECT DESCRIPTION:		Proposed 4 lane divided			FUNDING CAT(S):		3LC
REMARKS P7:		Nolana Loop (Section 4A)			PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,118,437		CAT 3 LC				\$13,967,937	\$13,967,937
ROW PURCHASE:	\$1,697,500							
CONST COST:	\$8,236,800							
CONST ENG:	\$915,200	\$13,967,937						
CONTING:	\$0							
IND COSTS:	\$0							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$13,967,937		TOTALS	\$0	\$0	\$0	\$13,967,937	\$13,967,937

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-537	CS	PE, CE, R, C	Weslaco	HC 1	\$14,412,781

LIMITS FROM: On Nolana Loop, from Victoria Rd REVISION DATE: 6/1/2024

LIMITS TO: Mile 6 W MPO PROJ NUMBER: NLV-6

PROJECT DESCRIPTION: Proposed 4 lane divided FUNDING CAT(S): 3LC

PROJECT HISTORY:

REMARKS P7: Nolana Loop (Section 4B)

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,430,281		CAT 3 LC				\$14,412,781	\$14,412,781
ROW PURCHASE:	\$972,500							
CONST COST:	\$9,009,000							
CONST ENG:	\$1,001,000	\$14,412,781						
CONTING:	\$0							
IND COSTS:	\$0							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$14,412,781		TOTALS	\$0	\$0	\$0	\$14,412,781	\$14,412,781

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-403	Eldora Rd	C,E,R		HC 2	\$16,060,776

LIMITS FROM: FM 3362 (Jackson Rd) REVISION DATE: 6/1/2024

LIMITS TO: Veterans Blvd. (I Rd.) MPO PROJ NUMBER: HC-322

PROJECT DESCRIPTION: Widen to 4 lanes divided FUNDING CAT(S): 7, 3LC

PROJECT HISTORY:

REMARKS P7:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$545,056		CAT 7	\$11,938,047	\$2,536,835	\$447,677		\$14,922,559
ROW PURCHASE:	\$1,361,886		CAT 3 LC				\$1,138,217	\$1,138,217
CONST COST:	\$13,180,473							
CONST ENG:	\$1,518,417	\$16,060,776						
CONTING:								
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$16,605,832		TOTALS	\$11,938,047	\$2,536,835	\$447,677	\$1,138,217	\$16,060,776

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2027

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	1429-02-036	FM 1426	C		TXDOT	\$28,640,322
LIMITS FROM:		Nolana Loop				REVISION DATE:	6/1/2024
LIMITS TO:		I-2				MPO PROJ NUMBER:	HC-345
PROJECT DESCRIPTION:		Widen from 4 lanes to 6 lanes with raised median				FUNDING CAT(S):	2
REMARKS P7:		PROJECT HISTORY:					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,019,961						
ROW PURCHASE:			CAT 2	\$22,912,258	\$5,728,064		\$28,640,322
CONST COST:	\$28,640,322						
CONST ENG:	\$1,236,443	\$28,640,322					
CONTING:	\$1,231,816						
IND COSTS:	\$603,650						
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$32,732,192		TOTALS	\$22,912,258	\$5,728,064	\$0	\$0

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-399	Cesar Chavez Rd.	C,CE		HC 2	\$7,591,384
LIMITS FROM:		BUS 83				REVISION DATE:	6/1/2024
LIMITS TO:		Ridge Rd.				MPO PROJ NUMBER:	HC-344
PROJECT DESCRIPTION:		Widen to 4 lanes				FUNDING CAT(S):	7, 3LC
REMARKS P7:		PROJECT HISTORY:					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$249,994						
ROW PURCHASE:	\$1,000,000		CAT 7	\$5,478,560	\$1,136,801	\$232,839	\$6,848,200
CONST COST:	\$6,936,384						
CONST ENG:	\$655,000	\$7,591,384	CAT 3 LC			\$743,184	\$743,184
CONTING:							
IND COSTS:							
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$8,841,378		TOTALS	\$5,478,560	\$1,136,801	\$232,839	\$743,184

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2027

PHARR	HIDALGO	0921-02-405	Cesar Chavez Rd.	C,CE	HC 2	\$22,799,789
-------	---------	-------------	------------------	------	------	--------------

LIMITS FROM:	BUS 83	REVISION DATE:	6/1/2024
LIMITS TO:	Nolana Loop	MPO PROJ NUMBER:	HC-326

PROJECT DESCRIPTION:	Divided Urban Section
PROJECT HISTORY:	

REMARKS P7:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$1,151,217							
ROW PURCHASE:	\$4,570,000							
CONST COST:	\$20,232,066							
CONST ENG:	\$2,567,723	\$22,799,789						
CONTING:								
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$28,521,006							
			TOTALS	\$16,505,654	\$3,507,452	\$618,962	\$2,167,721	\$22,799,789

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-395	Inspiration Rd.	C,CE	Mission	\$22,253,200
-------	---------	-------------	-----------------	------	---------	--------------

LIMITS FROM:	IH-2	REVISION DATE:	6/1/2024
LIMITS TO:	FM 1016	MPO PROJ NUMBER:	HC-341

PROJECT DESCRIPTION:	Widen to 4 lane divided
PROJECT HISTORY:	

REMARKS P7:

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$1,276,483							
ROW PURCHASE:	\$3,000,000							
CONST COST:	\$20,047,928							
CONST ENG:	\$2,205,272	\$22,253,200						
CONTING:								
IND COSTS:								
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$26,529,683							
			TOTALS	\$17,802,560	\$4,005,576	\$445,064	\$0	\$22,253,200

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2027

PHARR	HIDALGO	0921-02-475	Nolana Loop (4C)	C		HC 1	\$6,940,267
LIMITS FROM:		FM 493			REVISION DATE:		6/1/2024
LIMITS TO:		Victoria Rd.			MPO PROJ NUMBER:		HC-152d
PROJECT DESCRIPTION:		Proposed 4 lane divided			FUNDING CAT(S):		7, 3LC
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$2,494,750						
ROW PURCHASE:	\$700,350		\$3,200,000		\$800,000		\$4,000,000
CONST COST:	\$6,940,267						
CONST ENG:	\$743,600	\$6,940,267				\$2,940,267	\$2,940,267
CONTING:							
IND COSTS:							
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$10,878,967		\$3,200,000	\$0	\$800,000	\$2,940,267	\$6,940,267

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-169	Nolana Loop (S 2-4)	R		HC 1	\$3,500,000
LIMITS FROM:		FM 907			REVISION DATE:		6/1/2024
LIMITS TO:		FM 88			MPO PROJ NUMBER:		HC-152r
PROJECT DESCRIPTION:		Proposed 4 lane divided			FUNDING CAT(S):		7
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:							
ROW PURCHASE:	\$3,500,000		\$2,800,000		\$700,000		\$3,500,000
CONST COST:							
CONST ENG:		\$3,500,000					
CONTING:							
IND COSTS:							
POT CHG ORDER:							
BND FINANCING:							
TOTAL PROJECT COST:	\$3,500,000		\$2,800,000	\$0	\$700,000	\$0	\$3,500,000

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2027

PHARR	HIDALGO	0342-01-093	SH 107	C		TXDOT	\$26,698,284	
LIMITS FROM:		BUS 281-W			REVISION DATE:		6/1/2023	
LIMITS TO:		I-69C (US 281)			MPO PROJ NUMBER:		HC-337	
PROJECT DESCRIPTION:		Operational Improvements and Rehabilitation			FUNDING CAT(S):		2	
REMARKS P7:		PROJECT HISTORY:						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$1,250,075	COST OF APPROVED PHASES: \$26,698,284	CAT 2	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$3,676,572			\$21,358,627	\$5,339,657			\$26,698,284
CONST COST:	\$26,698,284							
CONST ENG:	\$2,061,347							
CONTING:	\$1,065,841							
IND COSTS:	\$739,840							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$35,491,959		TOTALS	\$21,358,627	\$5,339,657	\$0	\$0	\$26,698,284

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0342-01-103	SH 107	C		TXDOT	\$12,204,000	
LIMITS FROM:		IH-69C			REVISION DATE:		6/1/2024	
LIMITS TO:		FM 1426			MPO PROJ NUMBER:		TX-103	
PROJECT DESCRIPTION:		Construct 6 lane divided urban			FUNDING CAT(S):		2	
REMARKS P7:		PROJECT HISTORY:						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$588,528	COST OF APPROVED PHASES: \$12,204,000	CAT 2	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:				\$9,763,200	\$2,440,800			\$12,204,000
CONST COST:	\$12,204,000							
CONST ENG:	\$713,440							
CONTING:	\$710,770							
IND COSTS:	\$348,312							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$14,565,050		TOTALS	\$9,763,200	\$2,440,800	\$0	\$0	\$12,204,000

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2027

PHARR	HIDALGO	0255-06-074	US 281	C		TXDOT	\$75,040,001	
LIMITS FROM:		4.4 Mi. S. of Hidalgo/Brooks CL				REVISION DATE:		6/1/2024
LIMITS TO:		7.4 Mi. N. of SH 186				MPO PROJ NUMBER:		TX-074
PROJECT DESCRIPTION:		Construct 4 Lanes with Overpasses and Two 2-Lane Frontage Roads				FUNDING CAT(S):		4, 12
REMARKS P7:		PROJECT HISTORY:						

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,608,345	COST OF APPROVED PHASES:	CAT 12	\$58,800,000	\$14,700,000			\$73,500,000
ROW PURCHASE:			CAT 4	\$1,232,000	\$308,000			\$1,540,000
CONST COST:	\$75,040,001							
CONST ENG:	\$3,969,180							
CONTING:	\$6,639,700							
IND COSTS:	\$2,135,551							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$91,392,777		TOTALS	\$60,032,000	\$15,008,000	\$0	\$0	\$75,040,000

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0255-06-075	US 281	C		TXDOT	\$71,388,285	
LIMITS FROM:		Hidalgo/Brooks CL				REVISION DATE:		6/1/2024
LIMITS TO:		4.4 Mi. S. of Hidalgo/Brooks CL				MPO PROJ NUMBER:		TX-075
PROJECT DESCRIPTION:		Construct 4 Lanes with Overpasses and Two 2- Lane Frontage Roads				FUNDING CAT(S):		4
REMARKS P7:		PROJECT HISTORY:						

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,432,750	COST OF APPROVED PHASES:	CAT 4	\$57,110,628	\$14,277,657			\$71,388,285
ROW PURCHASE:								
CONST COST:	\$71,388,285							
CONST ENG:	\$3,776,025							
CONTING:	\$6,316,588							
IND COSTS:	\$2,031,628							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$86,945,276		TOTALS	\$57,110,628	\$14,277,657	\$0	\$0	\$71,388,285

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2027

PHARR	HIDALGO	1228-03-041	FM 1015	C		TXDOT	\$36,064,001			
LIMITS FROM:		Mile 12 N. Rd.				REVISION DATE:		6/1/2024		
LIMITS TO:		SH 107				MPO PROJ NUMBER:		HC-2		
PROJECT DESCRIPTION:		Proposed 4 lane divided urban				FUNDING CAT(S):		2		
REMARKS P7:		PROJECT HISTORY:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$1,677,044	COST OF APPROVED PHASES:	\$36,064,001	CAT 2	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:					\$28,851,201	\$7,212,800				\$36,064,001
CONST COST:	\$36,064,001									
CONST ENG:	\$2,032,988									
CONTING:	\$2,025,380									
IND COSTS:	\$992,536									
POT CHG ORDER:										
BND FINANCING:										
TOTAL PROJECT COST:	\$42,791,949			TOTALS	\$28,851,201	\$7,212,800	\$0	\$0	\$36,064,001	

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	3468-01-021	FM 3362	C		TXDOT	\$21,638,625			
LIMITS FROM:		SH 495				REVISION DATE:		6/1/2023		
LIMITS TO:		BUS 83 S.				MPO PROJ NUMBER:		TX-021		
PROJECT DESCRIPTION:		Widen & reconstruct roadway (4 to 6 lanes divided urban)				FUNDING CAT(S):		2		
REMARKS P7:		PROJECT HISTORY:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$559,778	COST OF APPROVED PHASES:	\$21,638,625	CAT 2	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:					\$17,310,900	\$4,327,725				\$21,638,625
CONST COST:	\$21,638,625									
CONST ENG:	\$678,588									
CONTING:	\$676,049									
IND COSTS:	\$331,297									
POT CHG ORDER:										
BND FINANCING:										
TOTAL PROJECT COST:	\$23,884,337			TOTALS	\$17,310,900	\$4,327,725	\$0	\$0	\$21,638,625	

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2027

PHARR	HIDALGO	0921-02-254	CS	C,E,R		HC 1	\$13,469,800	
LIMITS FROM:		On Mile 1 East, from BUS 83				REVISION DATE:		6/1/2024
LIMITS TO:		Mile 8 North				MPO PROJ NUMBER:		HC-269
PROJECT DESCRIPTION:		Reconstruct & widen to urban 2 lanes & shoulders				FUNDING CAT(S):		3LC, 7
REMARKS P7:		ROW Acq: \$79,198 (CAT 7) E = Construction Engineering: \$878,000 (CAT 7)				PROJECT HISTORY:		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,130,867	COST OF APPROVED PHASES:	CAT 7	\$5,904,000	\$1,402,200	\$73,800		\$7,380,000
ROW PURCHASE:	\$1,159,550		CAT 3 LC				\$6,089,800	\$6,089,800
CONST COST:	\$11,209,333							
CONST ENG:	\$1,100,917							
CONTING:								
IND COSTS:								
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$16,600,667		TOTALS	\$5,904,000	\$1,402,200	\$73,800	\$6,089,800	\$13,469,800

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0921-02-512	CS	C	MCALLEN	MCALLEN	\$11,921,818	
LIMITS FROM:		On Bentsen Rd., from FM 676 (Mile 5)				REVISION DATE:		6/1/2024
LIMITS TO:		FM 1924 (Mile 3)				MPO PROJ NUMBER:		HC-900
PROJECT DESCRIPTION:		Widen from 2 to 4 lanes and continuous turn lane w/ curb and gutter				FUNDING CAT(S):		7, 3LC
REMARKS P7:		New Construction Cost: \$15,665,928				Requesting \$10,038,495 of CAT 7		

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$554,387	COST OF APPROVED PHASES:	CAT 7	\$3,248,672	\$771,560	\$40,608		\$4,060,840
ROW PURCHASE:	\$1,100,000		CAT 3 LC				\$7,860,978	\$7,860,978
CONST COST:	\$11,921,818							
CONST ENG:	\$672,053							
CONTING:	\$669,538							
IND COSTS:	\$328,107							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$15,245,903		TOTALS	\$3,248,672	\$771,560	\$40,608	\$7,860,978	\$11,921,818

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2028

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	HIDALGO	0921-02-142	VA	C	Hidalgo County	TXDOT	\$237,845,395
LIMITS FROM: On IBTC, from 365 Tollway at FM 493						REVISION DATE:	6/1/2024
LIMITS TO: IH-2						MPO PROJ NUMBER:	RMA-3
PROJECT DESCRIPTION: Phase 1, CONSTRUCT NON-TOLLED 4 LANE DIVIDED (AT GRADE) HIGHWAY (INTERIM)						FUNDING CAT(S):	12,11,4,7,2
REMARKS P7:						PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$11,365,134		CAT 12	\$9,654,730	\$2,413,682			\$12,068,412
ROW PURCHASE:	\$44,584,210		CAT 12 TTC	\$124,400,000	\$31,100,000			\$155,500,000
CONST COST:	\$245,812,351		CAT 11	\$16,000,000	\$4,000,000			\$20,000,000
CONST ENG:	\$15,145,781	\$237,845,395	CAT 4	\$8,221,586	\$2,055,397			\$10,276,983
CONTING:	\$12,466,198		CAT 7	\$16,000,000	\$4,000,000			\$20,000,000
IND COSTS:	\$6,726,304		CAT 2	\$16,000,000	\$4,000,000			\$20,000,000
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$336,099,978		TOTALS	\$190,276,316	\$47,569,079	\$0	\$0	\$237,845,395

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Pharr	Hidalgo	0921-02-448	Mile 6 W.	C,CE		HC 1	\$15,729,917
LIMITS FROM: SH 107						REVISION DATE:	6/1/2024
LIMITS TO: Mile 14 1/2 N.						MPO PROJ NUMBER:	HC-148bba
PROJECT DESCRIPTION: Widen to 4 lanes divided						FUNDING CAT(S):	7, 3LC
REMARKS P7:						PROJECT HISTORY:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$800,000		CAT 7					\$12,000,000
ROW PURCHASE:	\$1,283,630							
CONST COST:	\$14,323,176		CAT 3 LC				\$3,729,917	\$3,729,917
CONST ENG:	\$1,406,741	\$15,729,917						
CONTING:								
IND COSTS:								
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$17,813,547		TOTALS	\$0	\$0	\$0	\$3,729,917	\$15,729,917

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	✓
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2028

Pharr	Hidalgo	0921-02-360	Mile 10 N.	C,E,R		HC 1	\$29,664,680
LIMITS FROM: Mile 6 W. (Westgate Dr.)			REVISION DATE: 6/1/2024				
LIMITS TO: FM 1015			MPO PROJ NUMBER: HC-264				
PROJECT DESCRIPTION: Widen to 4 lanes divided			FUNDING CAT(S): 7, 3LC				
REMARKS P7:			PROJECT HISTORY:				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$1,240,022		CAT 7					\$22,127,988
ROW PURCHASE:	\$3,200,000							
CONST COST:	\$24,097,920							
CONST ENG:	\$2,366,760	\$29,664,680	CAT 3 LC				\$7,536,692	\$7,536,692
CONTING:								
IND COSTS:								
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$30,904,702		TOTALS	\$0	\$0	\$0	\$7,536,692	\$29,664,680

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	✓
PM 3: System Performance	

✓

PHARR	HIDALGO	0921-02-440	CS	C	Edinburg	Edinburg	\$6,080,656
LIMITS FROM: On Freddy Gonzalez Dr., from US BUS 281 (Closner Blvd.)			REVISION DATE: 6/1/2024				
LIMITS TO: I-69C (US 281)			MPO PROJ NUMBER: HC-120				
PROJECT DESCRIPTION: WIDEN AND RECONSTRUCT TO 4 LANES DIVIDED URBAN			FUNDING CAT(S): 7, 3LC				
REMARKS P7: CONST: \$5,524,955 (CAT 7)			PROJECT HISTORY:				

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$370,663		CAT 7	\$4,419,964		\$1,104,991		\$5,524,955
ROW PURCHASE:	\$560,000							
CONST COST:	\$6,080,656							
CONST ENG:	\$428,109	\$6,080,656	CAT 3LC				\$555,701	\$555,701
CONTING:	\$386,882							
IND COSTS:	\$200,000							
BND FINANCING:								
PT CHG ORD								
TOTAL PROJECT COST:	\$8,026,310		TOTALS	\$4,419,964	\$0	\$1,104,991	\$555,701	\$6,080,656

Performance Measures	
PM 1: Safety	✓
PM 2: Pavement Conditions	
PM 3: System Performance	

Hidalgo County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2028

PHARR	HIDALGO	0921-02-396	Nolana Loop	C	McAllen	McAllen	\$3,747,689
LIMITS FROM:		FM 2220 (Ware Rd)			REVISION DATE:		6/1/2024
LIMITS TO:		FM 1926 (23rd St)			MPO PROJ NUMBER:		HC-155a
PROJECT DESCRIPTION:		Widen to 6 lanes w/ median, continuous left turn lane, & bike lanes			FUNDING CAT(S):		7, 3LC
REMARKS P7: New Construction Cost: \$13,380,059				Requesting \$8,622,053 of CAT 7			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$183,637		CAT 7	\$2,736,000	\$560,880	\$123,120		\$3,420,000
ROW PURCHASE:	\$1,099,198		CAT 3LC				\$327,689	\$327,689
CONST COST:	\$3,747,689							
CONST ENG:	\$187,637	\$3,747,689						
CONTING:	\$243,600							
IND COSTS:	\$103,142							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$5,564,903		TOTALS	\$2,736,000	\$560,880	\$123,120	\$327,689	\$3,747,689

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

PHARR	HIDALGO	0255-06-073	US 281	C	TXDOT	\$84,390,866	
LIMITS FROM:		7.4 Mi. N. of SH 186			REVISION DATE:		6/1/2024
LIMITS TO:		3.9 Mi. N. of SH 186			MPO PROJ NUMBER:		TX-073
PROJECT DESCRIPTION:		Construct 4 lanes w/ overpasses and two 2-lane frontage roads			FUNDING CAT(S):		12
REMARKS P7:				PROJECT HISTORY:			

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$3,064,016		CAT 12	\$44,756,310	\$11,189,078			\$55,945,388
ROW PURCHASE:			CAT 4	\$22,756,382	\$5,689,096			\$28,445,478
CONST COST:	\$84,390,866							
CONST ENG:	\$3,370,418	\$84,390,866						
CONTING:	\$5,638,082							
IND COSTS:	\$1,813,397							
POT CHG ORDER:								
BND FINANCING:								
TOTAL PROJECT COST:	\$98,276,779		TOTALS	\$67,512,693	\$16,878,173	\$0	\$0	\$84,390,866

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Starr County Area - RGVMP
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2025

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
PHARR	STARR	3632-01-001	SL 195	C	Rio Grande City	TXDOT	\$78,606,828
LIMITS FROM:		New Location, FM 3167				REVISION DATE: 6/1/2024	
LIMITS TO:		FM 755				MPO PROJ NUMBER: ST-03	
PROJECT DESCRIPTION:		Construct Rio Grande City/Roma Relief Route				FUNDING CAT(S): 2, 12, 4	
REMARKS P7:		PROJECT HISTORY:					

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$2,481,511		CAT 2	\$31,551,650	\$7,887,913			\$39,439,563
ROW PURCHASE:	\$3,177,626		CAT 12	\$17,918,753	\$4,479,688			\$22,398,441
CONST COST:	\$78,606,828		CAT 4	\$13,415,059	\$3,353,765			\$16,768,824
CONST ENG:	\$3,306,993	\$78,606,828						
CONTING:	\$2,721,922							
IND COSTS:	\$1,468,649							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$91,763,529		TOTALS	\$62,885,462	\$15,721,366	\$0	\$0	\$78,606,828

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Starr County Area - RGVMP
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	STARR	3632-01-002	SL 195	C	Roma	TXDOT	\$64,013,752	
LIMITS FROM:		New Location, FM 649				REVISION DATE:		6/1/2024
LIMITS TO:		FM 3167				MPO PROJ NUMBER:		ST-04
PROJECT DESCRIPTION:		Construct Rio Grande City/Roma Relief Route				FUNDING CAT(S):		4
REMARKS				PROJECT HISTORY:				
P7:								

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$2,419,110	\$64,013,752	CAT 4	\$51,211,002	\$12,802,750			\$64,013,752
ROW PURCHASE:	\$3,467,851							
CONST COST:	\$64,013,752							
CONST ENG:	\$1,920,477							
CONTING:	\$2,969,600							
IND COSTS:	\$1,431,718							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$76,222,508		TOTALS	\$51,211,002	\$12,802,750	\$0	\$0	\$64,013,752

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
PHARR	STARR	0921-26-113	CS	C	Rio Grande City	Rio Grande City	\$4,320,000	
LIMITS FROM:		On International Dr., from Intersection of US 83/FM 755, South				REVISION DATE:		6/1/2024
LIMITS TO:		Starr-Camargo Bridge POE @ Bridge Road				MPO PROJ NUMBER:		ST-01
PROJECT DESCRIPTION:		Construct 4-lane rural roadway with a shared-use path				FUNDING CAT(S):		3LC, 11B
REMARKS				PROJECT HISTORY:				
P7:								

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$207,133	\$4,320,000	CAT 3-LOCAL				\$320,000	\$320,000
ROW PURCHASE:			Rider 11B	\$3,200,000	\$800,000			\$4,000,000
CONST COST:	\$4,320,000							
CONST ENG:	\$276,036							
CONTING:	\$227,200							
IND COSTS:	\$122,589							
POT CHG ORD:								
BND FINANCING:								
TOTAL PROJECT COST:	\$5,152,958		TOTALS	\$3,200,000	\$800,000	\$0	\$320,000	\$4,320,000

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Starr County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2027

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
PHARR	STARR						

LIMITS FROM:	REVISION DATE:
LIMITS TO:	MPO PROJ NUMBER:
PROJECT DESCRIPTION: Pending Projects	FUNDING CAT(S):
REMARKS P7:	PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION	COST OF APPROVED PHASES:	AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:		FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:							
CONST COST:							
CONST ENG:							
CONTING:							
IND COSTS:							
POT CHG ORD:							
BND FINANCING:							
TOTAL PROJECT COST:	\$0	TOTALS	\$0	\$0	\$0	\$0	

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Starr County Area - RGV MPO
 FY 2025-2028 Transportation Improvement Program
 Pharr District Projects
 FY 2028

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
PHARR	STARR						

LIMITS FROM:	REVISION DATE:
LIMITS TO:	MPO PROJ NUMBER:
PROJECT DESCRIPTION: Pending Projects	FUNDING CAT(S):
REMARKS P7:	PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE				
	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:						
ROW PURCHASE:						
CONST COST:						
CONST ENG:						
CONTING:						
IND COSTS:						
POT CHG ORD:						
BND FINANCING:						
TOTAL PROJECT COST:	\$0	TOTALS	\$0	\$0	\$0	\$0

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

*RIO GRANDE VALLEY MPO
FY 2025 - 2028
TRANSPORTATION IMPROVEMENT PROGRAM
(TIP)*



[Comprehensive TIP Adoption Resolution]

TABLE OF CONTENTS

1. PLANNING AREA
2. PROJECTS & FUNDING
3. ALTERNATIVE TRANSPORTATION
4. PLANNING PROCESS
5. ADDITIONAL PLANNING ASPECTS

➤ APPENDICES

RE-DESIGNATION, PLANNING AGREEMENT, COMPLIANCE CHECKLIST, SELF CERTIFICATION, &
RESOLUTIONS

➤ PLANNING TABLES

1. PLANNING AREA

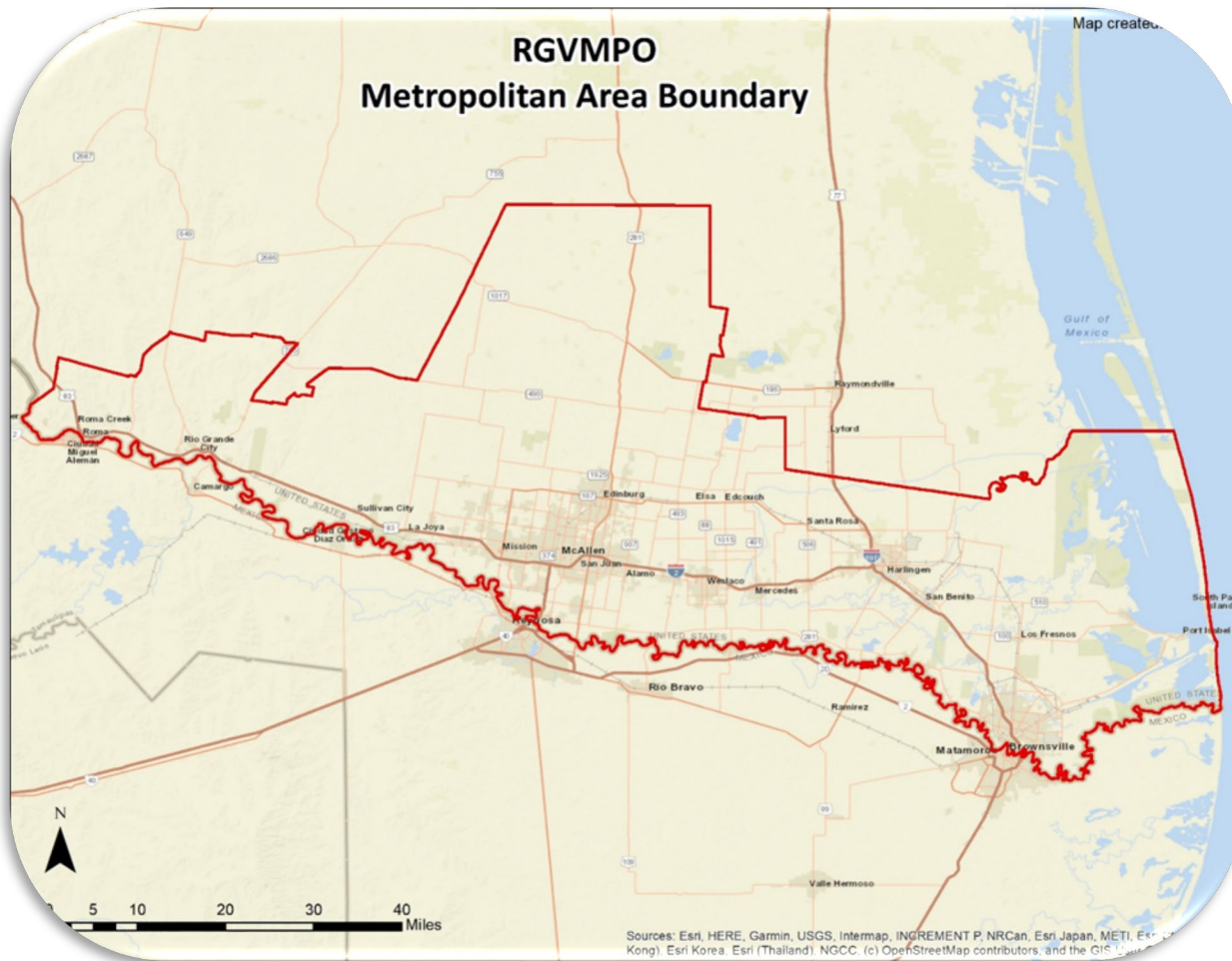
- IN THIS CHAPTER:
 - INTRODUCTION
 - PURPOSE
 - DEFINITION OF AREA
 - PUBLIC INVOLVEMENT PROCESS





Introduction

The Rio Grande Valley is located just north of the Rio Grande River, at the southernmost tip of the state of Texas. There are four counties within the Valley (Starr, Hidalgo, Cameron, and Willacy) and population exceeds 1 million residents in total. The proximity to the country of Mexico requires several border crossings and accommodating transportation infrastructure. A total of 14 multi-modal border crossings exists within the region. With significant increases in population, economic and housing development has flourished across the metropolitan area. The metropolitan planning area is the geographic area in which the metropolitan transportation planning process, required by 23 USC 134 and Section 5307 of the Federal Transit Administration (FTA) grant programs, must be carried out. Each metropolitan planning area encompasses the census boundary, the urbanized boundary, and the Metropolitan Urban Area Boundary. The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) is a federally funded program that addresses the mobility goals of the urbanized area of the region, in accordance with the Metropolitan Transportation Planning and Programming Final Rule (23 CFR Subpart C Part 450.300). The RGVMPO administers all federal funds for various urban transportation improvements inclusive of road and highway expansion, maintaining the existing infrastructure through pavement management systems, safety transportation planning (including the creation of designated freight routes and bicycle/pedestrian paths), emergency response planning, rail studies and transit planning.



Purpose

According to the requirements of the Final Rule for Development and content of the Transportation Improvement Program, CFR Title 23, Subpart C, 450.326:

"The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor. However, if the TIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. The MPO may update the TIP more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA."



Comprehensive Transportation Improvement Program

"The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by § 450.316(a). In addition, in non-attainment area TMAs, the MPO shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in § 450.316(a). In addition, the MPO shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in § 450.316(a).

The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).

The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets."

"The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation alternatives; associated transit improvements; Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects; HSIP projects; trails projects; accessible pedestrian walkways; and bicycle facilities), except the following that may be included:

- (1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;
- (2) Metropolitan planning projects funded under 23 U.S.C. 104(d), and 49 U.S.C. 5305(d);
- (3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
- (4) At the discretion of the State and MPO, metropolitan planning projects funded with Surface Transportation Funds;
- (5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
- (6) National planning and research projects funded under 49 U.S.C. 5314; and
- (7) Project management oversight projects funded under 49 U.S.C. 5327."



"The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.

(g) The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:

(1) Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase;

(2) Estimated total project cost, which may extend beyond the 4 years of the TIP;

(3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);

(4) Identification of the agencies responsible for carrying out the project or phase;

(5) In non-attainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP;

(6) In non-attainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A); and

(7) In areas with Americans with Disabilities Act required para-transit and key station plans, identification of those projects that will implement these plans.

Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In non-attainment and maintenance areas, project classifications must be consistent with the "exempt project" classifications contained in the EPA transportation conformity regulations (40 CFR part 93, subpart A). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP."



Comprehensive Transportation Improvement Program

"(i) Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

(j) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with § 450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(k) The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In non-attainment and maintenance areas, projects included in the first 2 years of the TIP shall be limited to those for which funds are available or committed. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section. In non-attainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A) and shall provide for their timely implementation.

(l) In cases that the FHWA and the FTA find a TIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended TIP that does not reflect the changed revenue situation.

(m) Procedures or agreements that distribute sub-allocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

(n) As a management tool for monitoring progress in implementing the transportation plan, the TIP should:

(1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multi-modal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;

(2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and

(3) In non-attainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93."



Comprehensive Transportation Improvement Program

"In metropolitan non-attainment and maintenance areas, a 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, according to the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs may prepare an interim TIP as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim TIP consisting of eligible projects from, or consistent with, the most recent conforming metropolitan transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to inter-agency consultation defined in 40 CFR part 93. An interim TIP containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

(p) Projects in any of the first 4 years of the TIP may be advanced in place of another project in the first 4 years of the TIP, subject to the project selection requirements of § 450.332. In addition, the MPO may revise the TIP at any time under procedures agreed to by the State, MPO, and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO participation plan (see § 450.316(a)) and FHWA/FTA actions on the TIP (see § 450.330)."

Source: <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.326>

The Transportation Improvement Program (TIP) is the RGVMPO's 4 year short range transportation planning document that identifies preliminary engineering, right-of-way acquisition, and construction projects. The TIP contains programmed funding for all projects including roadway, transit, and active transportation. The TIP is revised as needed on a quarterly basis to maintain communication and transparency on the programmed components involved in delivering Local, State and Federally funded projects. RGVMPO staff collaborates with our regional planning partners including cities, counties, regional mobility authorities, navigation districts, and the Texas Department of Transportation (TXDOT). The region's high demand for both state and federal funding requires prioritizing projects based upon readiness (development) and meeting the federally required measurements of performance.



Definition of Area

The Rio Grande Valley Metropolitan Planning Organization is in the southern part of the state of Texas, sharing an international border with Mexico, and within the Lower Rio Grande Valley, now known as Rio South Texas. The RGVMPO is comprised of the following cities: Alamo, Alton, Bayview, Brownsville, Combes, Donna, Edcouch, Edinburg, Elsa, Escobares, Granjeno, Harlingen, Hidalgo, Indian Lake, Laguna Vista, La Feria, La Grulla, La Joya, La Villa, Los Fresnos, Los Indios, McAllen, Mercedes, Mission, Palm Valley, Palmhurst, Palmview, Peñitas, Pharr, Port Isabel, Primera, Progreso, Progreso Lakes, Rancho Viejo, Rangerville, Rio Grande City, Rio Hondo, Roma, San Benito, San Juan, Santa Rosa, South Padre Island, Sullivan City, and Weslaco. The RGVMPO is also comprised of Laguna Madre and unincorporated urbanized areas of Cameron, Hidalgo, and Starr Counties.

Public Involvement Process

The federal requirements regarding public involvement processes emphasize establishing a participation plan. This plan should define a process for individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, agencies and officials which represent tourism and natural disaster risk reduction, representatives of users of public transportation including pedestrian walkways and bicycle facilities, representatives of the disabled, employer based commuter programs such as carpool and van-pool programs, transit benefits program, parking cash-out program, shuttle program or teleworker program, and other interested parties with reasonable opportunities for involvement in the metropolitan planning process. In other words, citizen and employer-based participation and input are essential for a comprehensive, cooperative, and continuing transportation planning process.

RGVMPO's public involvement procedures are designed to educate the public on transportation planning, to seek out and provide opportunity for interested parties to comment on transportation ideas and proposals, and to actively contribute to the transportation policy and decision-making process. Public notice of public participation activities and time established for public review of and comments on the TIP will satisfy Section 5307 Program of Project (POP) public involvement requirements for grantees with signed memorandums of agreement with RGVMPO. The RGVMPO Public Participation Plan was adopted in September of 2019 and last amended in August of 2022. RGVMPO's mission statement is to develop and integrate a comprehensive multi-modal transportation system that supports the existing and future mobility needs and economic vitality of the metropolitan areas of Brownsville, Harlingen-San Benito, Hidalgo County, and Starr County under local direction and in accordance with federal and state mandates. This shall be accomplished by protecting the environment, safeguarding social equity, improving quality of life, growing the local economy, and providing safe, efficient, and financially feasible transportation options. This is achieved through the long-range transportation planning process, which includes a comprehensive, continuous, and cooperative approach partnering with citizens and participating planning members.



The Lower Rio Grande Valley Development Council, City of McAllen, City of Brownsville rely on RGVMPO's public participation process to satisfy the section 5307 POP requirements. Part of RGVMPO's public outreach for the FY 2025-2028 TIP process involves selecting strategic meeting places along a transit route and at well-known locations. These public meeting sessions should be scheduled during daytime and early evening hours, to accommodate work and/or school schedules while transit services are active and operating. The MPO should publish bilingual flyers (English & Spanish) outlining the purpose of the Public Meetings. Notice of the meetings are made available on all transit buses, e-mail/postal mailouts to the entire RGVMPO mailing list which includes residents, business establishments, police and fire departments, medical facilities, retirement homes, educational / religious institutions, the RGVMPO website, Facebook and twitter pages. To gather comments from the public, the RGVMPO will also implement a series of electronic surveys which has previously prevailed as a significant outreach tool.

The RGVMPO conducts virtual public involvement utilizing the organization's website and social media outlets. The organization welcomes public comments by email, phone, and/or social media outreach. During in-person activities, MPO staff, in coordination with TXDOT, contracted professionals, and our local planning partners work collaboratively to encourage our stakeholder to share their opinion through conversation, questionnaires, and/or surveys. MPO staff will respond immediately with supporting information, or within a timely manner as explained in our Public Participation Plan. The MPO's efforts provide a forum for ideas, concerns, and personal experiences which helps the MPO mature and accommodate accordingly. Creation of a Public Participation Plan, Unified Planning & Work Program, Active Transportation Plan, Resiliency Plan, Transportation Improvement Program, and Metropolitan Transportation Plan have all benefited from our community's involvement. Regional transit providers' Program of Federally funded projects, Short-Range Transit Plans, and actively operating routes and services are also incorporated throughout the process. A minimum period of 30 days for public feedback is provided before the adoption of the TIP.

The RGVMPO actively considers all public input, including but not limited to underserved and economically disadvantaged areas. Low access to food sources, development of safe, accommodating urban roadways, and the overall public health of the region are also examples of concerns addressed by the MPO during public involvement. Periodic auditing of effective techniques used during the public involvement process ensures transparency and revision of the process, if necessary. Projects are developed for inclusion into the TIP by collecting data specified by project selection criteria and project ranking. As required by regulation, projects considered for inclusion into the TIP must be identified in the Metropolitan Transportation Plan. Projects added, revised, or incurring administrative changes will be presented to the Technical Advisory Committee for both comment and approval. Once approved, projects will be presented to the Transportation Policy Board for final approval, before uploading into the TXDOT E-STIP Portal.



Comprehensive Transportation Improvement Program

The **Technical Advisory Committee (TAC)** makes planning recommendations for the Transportation Policy Board (TPB) regarding issues such as MPO generated documents, project selection criteria, special transportation planning studies, and other issues for immediate action. The TAC committee includes planners, engineers, and transit authorities. The **Transportation Policy Board (TPB)** is the decision-making body of the Rio Grande Valley MPO. The TPB serve as spokespersons for citizens of the county as well as each city in the metro area. The TPB is responsible for creating policies regarding transportation planning issues. The board includes local officials (elected) and county representatives, transit agencies, and transportation agencies. The **Bicycle Pedestrian Advisory Committee (BPAC)** serves as the public link to assist RGVMPO staff in developing, revising, and amending multi-modal plans. This committee is composed of members from different backgrounds such as concerned citizens, avid cyclists, university representatives, state park representatives, parks and trails representatives, city planners, and TxDOT representatives who meet monthly, unless otherwise agreed. The involvement of such a large and diverse group has been extremely beneficial in providing information and data to staff during the Transportation Alternatives project calls. These Transportation Alternatives projects are non-motorized, active transportation projects that are programmed into the TIP, once approved.

Hike and bike trails, bike share programs, and multi-modal transportation improvements contribute to both the general infrastructure and public health of the region. Regional active transportation plans and trail connectivity initiatives are crucial to the continued development of multi-modal transportation within the RGVMPO TIP & MTP. Public engagement events such as running/walking marathons, bicycle rodeos, and active transportation learning hubs are examples of how the RGVMPO extends its outreach efforts. Public opinion and interaction between transportation planners, city officials, and the public provide an ideal forum for future planning and current concerns. Family-friendly environments produce larger turnouts and greater participation. With help from local sponsors and donations, the RGVMPO can provide opportunities of both educating and sharing resources with local citizens.

2. PROJECTS & FUNDING

- IN THIS CHAPTER:
 - GROUPED PROJECTS
 - FUNDING PROGRAMS





Grouped Projects

Under 23 CFR 450.326(h) projects proposed for FHWA and/or FTA funding that are not considered by State and MPO of appropriate scale for individual identification in each program are grouped together based on function, geographical area, and work type by using applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. TxDOT in cooperation with FHWA/FTA allocates lump-sums based on various funding categories to grouped projects. These projects are identified using specific Control Section Job [CSJ] numbers and are usually not determined as regionally significant. According to Title 23 USC Section 135 Statewide Planning, MPO handles grouped projects as an administrative modification if the lump-sum is identified and approved in the MTP.

The RGVMPO Transportation Policy Board approved the grouping of Bicycle & Pedestrian Projects (funded with Category 9 – TASA) and Category 10 - Carbon Reduction funded projects with ambitions to streamline approval processes. A revision was proposed as per recommendation from the Transportation Planning and Programming (TPP) Division of the Texas Department of Transportation (TxDOT) to update the Group Project Definitions which was revised in accordance with 23 CFR 450.218(g) and applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93 by Texas Park and Wildlife (TPWD) and TxDOT, the Federal Transit Agency (FTA) and Federal Highway Administration (FHWA). A copy of the informative letter (from FHWA, FTA, & TXDOT) was provided to the RGVMPO Transportation Policy Board for discussion and approval.

A list of projects, grouped by their respective funding category will be shown on RGVMPO's long-range planning table (MTP). Additionally, MPO staff will share individual project listings, identical to STIP entries, with TxDOT Pharr District and the Transportation Planning & Programming Division staff. If cost, funding, fiscal year programming, or scope of work needs modifying, an administrative amendment will be made and presented to the TAC & TPB during the following quarterly revision cycle. Aside from avoiding a lengthy approval process and mandatory public involvement for individual project listings on the STIP, grouping provides opportunities to utilize funding more efficiently and avoid lapsing.

As provided by TxDOT, further information regarding grouped projects, including their unique definitions, are displayed on the following pages.

Grouped Projects

General Guidance

What are Grouped Projects?

FHWA allows STIP projects to be grouped. Within the allowances, groupable projects are those of a common type and scope and those not considered to be of appropriate scale for individual identification in a given program year. Examples include but are not limited to minor rehabilitation, preventative maintenance, and safety.

Grouping is allowable by type of work, not type of funding (excluding Category 5/CMAQ funding).

What are the benefits of using Grouped Projects?

- More efficient programming
- TIP/STIP Revision not needed

Project grouping is encouraged (e.g., Grouped CSJ for PE or Grouped CSJ for ROW), where allowable.

How are Grouped Projects shown in the TIP?

- MPOs must use the correct FHWA-Approved Project Grouping in their TIP (see [Grouped Project Allowance Table](#)).
- Individual projects eligible for statewide project groupings may continue to be included in the MPO TIP for informational purposes only and should be clearly annotated as such and may be included as an appendix.

How are Grouped Projects shown on the Financial Summary?

- Programming amounts for Grouped Projects are not included on the TIP Financial Summary; they are captured in the STIP Financial Summary (statewide).
- MPO TIPs should indicate that funding for Grouped Projects is constrained to reasonably expected sources of Federal, State, and local funding consistent with the MPO's financial plan.

Note: All phases of added capacity projects in non-attainment areas must be listed individually in the STIP.



Non-Attainment Areas

- Any work or phase (PE, ROW or Construction) for an added capacity project must be individually listed in the TIP/STIP if federal funds are to be obligated for that phase(s) or project within the timeframe of the TIP/STIP.
- Any work or phase for a non-federally funded added capacity project deemed to be regionally significant with respect to transportation conformity must be individually listed in the TIP/STIP.
- Any work or phase (PE, ROW or Construction) for an added capacity project must be individually listed in the TIP/STIP if federal funds are to be obligated for that phase(s) or project within the timeframe of the TIP/STIP.
- For non-added capacity projects, the PE and/or ROW phases may be grouped.



- Construction phase of most non-added capacity projects may be grouped (i.e., bridge replacement, auxiliary lanes, intersection improvements, etc.).
- If the construction phase for a non-capacity adding project deemed ineligible for a project grouping is scheduled for letting within the current TIP/STIP timeframe, it must be individually listed in the TIP/STIP.

Attainment Areas

- The PE and ROW phases for both non-added and added capacity projects and regionally significant projects may be grouped; however, the construction phase for federally funded added capacity projects must be specifically listed in the TIP/STIP if the construction is to be implemented within the timeframe of the TIP/STIP.



- The construction phase for most non-added capacity projects may also be grouped (i.e., bridge replacement, auxiliary lanes, intersection improvements, etc.).
- If the construction phase for a non-capacity adding project deemed ineligible for a project grouping is scheduled for letting within the current TIP/STIP timeframe, it must be specifically listed in the TIP/STIP.



Grouping Cat 10 Carbon Reduction Program Projects

- FHWA must receive proposed Grouped Projects from TPP in advance so they can review for approval of Carbon Reduction Program (CRP) funding.
- TxDOT (in coordination with MPOs) will identify projects proposed for grouping and CRP funding.
- TxDOT Districts send proposed Group Projects to TPP_STIP@txdot.gov, including:
 - Project Name
 - CSJ
 - Location
 - Scope
 - Eligibility rationale
 - Cat 10 CRP funding amount
 - Grouping rationale
- Projects may include those proposed for partial CRP funding (e.g., sidewalks on added capacity projects). Eligibility rationale must describe portion of project scope proposed for CRP funding.
- Refer to FHWA guidance for eligible activities ([CRP Fact Sheet](#)).
 - Activities listed as eligible do not require a demonstration of emissions reductions. Other projects may be eligible with a demonstration of emissions reductions.
 - Dedicated Truck Parking is eligible as an effort to reduce the environmental and community impacts of freight movement. It is groupable only if located at an open Safety Rest Area.

Allow 6 weeks for TPP + FHWA review time for Cat 10 projects that are grouped/groupable in the STIP.

The Carbon Reduction Program is designed to fund projects that will help to reduce transportation emissions.



FHWA-Approved Grouped Project Allowance

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	ROW-Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.



PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Projects consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

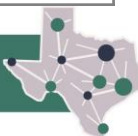
Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the Grouped Project category definitions may be grouped. RTP or TA funded projects that are not consistent with the Grouped Project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.





Funding Programs

The TIP provides a four-year prioritized listing of all bikeway/pedestrian walkway, bridge and highway projects utilizing federal funds within the MPO region. The MPO transportation planning partners collaborate to implement project identification, funding sources, and scheduling of MTP. TxDOT sub-allocates a portion of federal dollars to each of the twenty-five (25) MPO's in the State on an annual basis. The RGVMPO Transportation Policy Board (TPB) is responsible for managing and directing the development of a multi-year program of local projects within available annual budget amounts. "The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") provides approximately \$350 billion for Federal highway programs over a five-year period (fiscal years 2022 through 2026). Most of this funding is apportioned (distributed) to States based on formulas specified in Federal law. However, the Bipartisan Infrastructure Law also provides funding through a wide range of competitive grant programs." Source: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding>

[Category-1] Preventive Maintenance and Rehabilitation

Funding is to address preventive maintenance and rehabilitation, to preserve and repair, the existing state highway system, including pavement, traffic signals, signs, and other infrastructure assets. Examples include preservation of a pavement or structure, restoring drainage systems, patching concrete pavement, cleaning, and sealing joints and cracks, etc. The Texas Transportation Commission allocates funds through a formula allocation program and projects are selected by TxDOT districts using a performance-based prioritization process.

[Category-2] Metropolitan and Urban Area Corridor Projects

Funding for projects on the state highway system that addresses mobility and added capacity along a metropolitan and urbanized area corridor that improve transportation facilities to mitigate traffic congestion, traffic safety, and roadway maintenance or rehabilitation. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) by formula, and projects for this category are selected and scored by the MPOs in consultation by TxDOT districts. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements. Projects must be located on the state highway system.



[Category-3] Non-Traditionally Funded Transportation Projects

Funding for projects that are from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, passthrough toll financing, regional revenue and concession funds, and local funding. Category 3 also includes funding for the development costs of design-build projects. Projects are determined by legislation, Texas Transportation Commission approved minute order, or local government commitments.

[Category-4] Statewide Connectivity Corridor Projects

Funding for projects that address mobility and major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network comprised of the Texas Trunk System, National Highway System (NHS), Connections to major ports on international borders or Texas water ports, and hurricane evacuation routes. Selections are based on engineering analysis of projects by the Texas Commission designated connectivity network, which includes three corridor types:

- Mobility corridors: Based on traffic congestion.
- Connectivity corridors: Based on two lane roadways, requiring upgrade to four-lane divided roadways, and
- Strategic corridors: Which adds unique routes for statewide connectivity, such as Ports-to-Plains.

[Category-5] Congestion Mitigation and Air Quality Improvement

Funding that addresses attainment of National Ambient Air Quality Standard in the non-attainment areas of the state, which currently are Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas. The Texas Transportation Commission allocates funds distributed by population and weighted by severity of air quality to non-attainment areas. Non-attainment areas are designated by the US Environmental Protection Agency (EPA). Category 5 Projects are selected by MPOs in consultation with TxDOT, for congestion mitigation and air quality improvement (CMAQ) in the non-attainment areas in the state.



[Category-6] Structures Replacement and Rehabilitation (Bridge)

Funding is allocated by The Texas Transportation Commission through the Statewide Allocation Program to TxDOT's Bridge Division, which selects projects statewide to address bridge improvements through the following three sub-programs:

- The Highway Bridge Program: This program is for the replacement or rehabilitation of functionally obsolete or structurally deficient bridges on and off the state highway system. Bridges are eligible for replacement with a sufficiency rating below 50. Bridges are eligible for rehabilitation with a sufficiency rating of 80 or less. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges. Ranking of these projects are first done by categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.
- In the Bridge Maintenance and Improvement Program (BMIP): Program for rehabilitation of eligible state highway system bridges. Projects are selected statewide based on identified bridge maintenance/improvement needs to aid in ensuring the management and safety of bridges on the state highway system.
- The Bridge System Safety Program: For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system. And for the elimination higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks. Projects are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings, and bridges identified with higher risk features that need to address safety concerns.

[Category-7] Metropolitan Mobility and Rehabilitation

Funding is to address transportation needs within the metropolitan area boundaries of metropolitan Planning Organizations having urbanized areas with populations of 200,000 or greater known as Transportation Management Areas (TMAs). Projects with roadways with a functional classification greater than a local road or rural minor collector, can be funded under this category. Projects are selected by the MPO in consultation with TxDOT districts.



[Category-8] Safety

For projects addressing highway safety improvements, which include medians, turn lanes, traffic signal, intersections, and rumble strips, through the sub-programs listed below.

- The Federal Highway Safety Improvement Program (HSIP) addresses safety related projects on and off the state highway system administered by the Traffic Safety Division (TRF) with the purpose to achieve major reductions in traffic fatalities and serious injuries on all public roads. Projects must prioritize areas such as roadway and lane departures, intersections, older road users, and pedestrian safety which are all emphasized in the Texas Strategic Highways Safety Plan (SHSP). TRF provides funding projections to all TxDOT districts for their submission of review for project proposals and concurrence by TRF, for on-system targets, on-system systemic, and off-system projects. Funds are allocated to supervised by TRF. Evaluation of projects are done by the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance.
- In the Systemic Widening Program (SSW), the allocations are made for roadway widening projects on high-risk narrow highways on the state highway system. Projects are evaluated using the Total Risk Factor Weights, by roadway safety features, for preventable severe crash types.
- Road to Zero (RTZ) Program targets to reduce fatalities and suspected serious injuries in the targeted top three contributing categories: roadway and lane departure, intersection safety, and pedestrian safety, by providing funds for projects on the state highway system. The evaluation of projects is done by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project.

[Category-9] Transportation Alternatives (TA) Set-Aside Program

Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. TxDOT distributes federal TA funds through Category 9 to MPOs. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. The Texas Transportation Commission allocates the statewide TA Flex funding allocations and distributions. Areas with less than 200,000 in population, TxDOT's Public Transportation Division allocates TA funds. TA project eligibility is determined by TxDOT and FHWA. The Safety Rest Area Expansion Program, which addresses truck parking needs, also falls under this category.



Funds may be awarded to projects that include the following activities:

- Construction of sidewalks
- Bicycle infrastructure
- Pedestrian and bicycle signals
- Traffic-calming techniques
- Lighting and other safety-related infrastructure
- Transportation projects to achieve compliance with the Americans with Disabilities Act.
- Construction of infrastructure-related projects that provide safe routes for non-drivers.

[Category-10] Supplemental Transportation Programs

Addresses the following sub-programs:

- Carbon Reduction Program (CRP) - Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.
- Coordinated Border Infrastructure (CBI) – Are for TxDOT districts selected projects, with the review and approval of FHWA, that addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico. Discretionary funds are congressionally designated.
- Supplemental Transportation Projects (Federal) – Projects that federal discretionary funds and congressional high-priority projects.
- Federal Lands Access Program (FLAP) – Projects selection is based on Federal Lands Access Program transportation facilities that are located on or adjacent to or provide access to federal lands. The Program Decision Committee rank and score project applications.
- Texas Parks and Wildlife Department (TPWD) – Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. This is a Texas Transportation Commission allocation program and the Texas Parks and Wildlife Department (TPWD), in coordination and subject to Memorandum of Agreement between TxDOT Districts, selects State Park Roads projects.
- Green Ribbon Program – Addresses new landscape development and establishment projects, such as planting trees and other landscaping, to mitigate air pollution within TxDOT districts that have air quality non-attainment or near non-attainment counties.
- Safety Rest Area/Truck Parking - This program is a state and national priority addressing the shortage of long-term parking for commercial motor vehicles on the highway system.



Comprehensive Transportation Improvement Program

- Allocations to districts that have air quality non-attainment or near non-attainment counties, are based on one-half percent of the estimated letting capacity. The State's Design Division selects, ranks, and manage projects in this program.
- American with Disabilities Act (ADA) – targets more accessibility of intersections to pedestrians with disabilities, by addressing the construction or replacement of curb ramps at on-system intersections. The Design Division manage and select projects based on conditions of curb ramps or the location of intersections without ramps.
- Landscape Incentive Awards – This program allows TxDOT, in association with the nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program, to execute joint landscape development projects. The awards managed by TxDOT Design Division, recognize participating cities or communities' efforts in litter control, quality of life issues, and beautification programs and projects.
- Railroad Grade Crossing and Re-planking Program – Addresses rough railroad crossing surfaces replacements on the state highway system (an estimate of 50 installations per year statewide).
- Railroad Signal Maintenance Program – Provides funding contributions for signal maintenance to each railroad. TxDOT districts jointly coordinate with the TxDOT Rail Division in the selection of Railroad Grade Crossing Re-planking and Railroad Signal Maintenance projects.
- Intelligent Transportation Systems (ITS) - Improve Traffic Asset Management and Device Monitoring for better security controls.

[Category-11]

Projects under this category include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway). Sub-programs that help address TxDOT district Transportation needs are:

- District Discretionary – Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.
- Energy Sector – Eligible State Highway, safety, and maintenance work, that are impacted by the energy sector. Allocation of funds are through a formula allocation program by The Texas Transportation Commission. Allocated funds may be supplemented to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.



- Border Infrastructure- Rider 11(b) – Distribution of funds for this program are for highway projects within 50 miles of a port of entry to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts). Border state infrastructure using designated federal funds, follow project selection guidelines outlined under the CBI program (see Category 10). Project selection criteria addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico. Project selection criteria include, but are not limited to:
 - Number of land border ports of entry
 - Number of incoming commercial trucks and railcars
 - Number of incoming personal motor vehicles and buses
 - Weight of incoming cargo by commercial trucks

[Category-12] Strategic Priority

Addresses projects with specific importance to the state to improve:

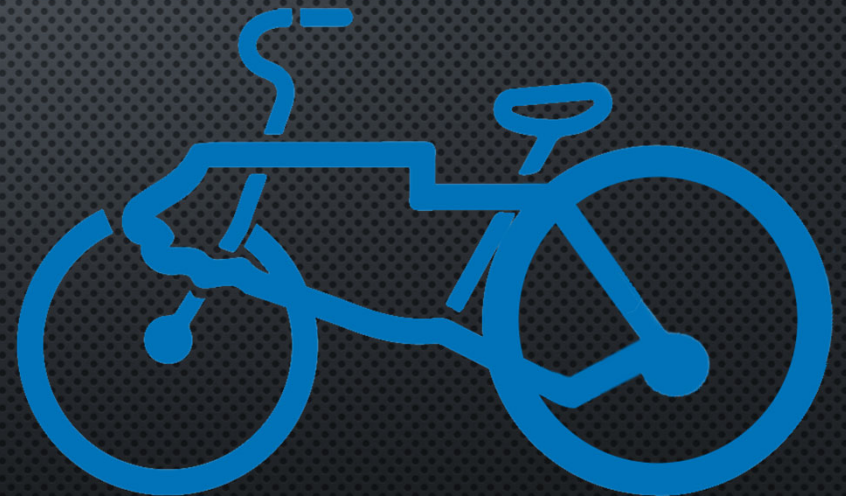
- Connectivity and Congestion under the Texas Clear Lanes program
- Energy sector access
- Economic opportunity
- Border and port connectivity
- Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report
- The ability to respond to both man-made and natural emergencies

Also, widening (both freeway and non-freeway), interchange improvements, and new-location roadways are all common project types. Projects are selected using a performance-based prioritization process by the Texas Transportation Commission. Discretionary funding decisions, are of no more than 10% of TxDOT's current biennial budget, are made per state law by the Texas Transportation Commission.

Traditional State Highway Projects revenues are generated from Proposition's 1 and 7 funding. Proposition 1 funding is a portion of the oil and gas extraction taxes to the State Highway Fund, while proposition 7 funding is a portion of the state's Sales and Use Tax, Tax of Motor Vehicle sales and rental. Recently passed, in November of 2021, Proposition 2 authorizes counties to raise transportation and infrastructure funds for underdeveloped areas by issuing bonds or notes.

3. ALTERNATIVE TRANSPORTATION

- IN THIS CHAPTER:
- PUBLIC TRANSPORTATION
 - FUNDING PROGRAMS
 - TAM & PTASP
- ACTIVE TRANSPORTATION





Public Transportation

Public transportation can be multi-modal with options such as buses, trolleys, commuter rail, light rail, and public ride-share services. In the Rio Grande Valley, buses are available for use by the public and there are three major providers: Brownsville Metro, Valley Metro and Metro McAllen. These transit providers offer services within the urbanized and rural areas of the Rio Grande Valley. Coordination is very important between all three public transportation providers to meet the growing needs of the area. The regional public transportation provider Valley Metro provides service in Starr, Hidalgo, Cameron, Willacy, and Zapata counties. Valley Metro offers more than 20 routes throughout the region with “flex” routes that provide curbside service upon reservation. Bus route services operate from 6:00 AM to 8:00 PM in Hidalgo, Cameron, & Willacy Counties, while services in Zapata & Starr Counties operate from 7:00 AM to 5:00 PM. Both Brownsville Metro and Metro McAllen operate bus services within their localized areas, respectfully. Transportation services are provided free of charge for students attending the region’s higher education facilities, including the University of Texas Rio Grande Valley, Texas A&M, and South Texas College.

The City of Brownsville’s transit provider Brownsville Metro operates in the Brownsville area only. Most of the bus routes (except for Route 30) start and finish their trips at La Plaza at Brownsville Multi-modal Terminal in downtown Brownsville. Most routes are scheduled to provide a trip about once every hour. Brownsville Metro provides service throughout Brownsville with thirteen bus routes, running from 6 a.m. to 8 p.m., from Monday through Saturday. The City of McAllen operates nine intracity bus routes and a paratransit bus service for eligible patrons. The bus system hubs out of the downtown terminal facility where passengers can connect to an array of international, national, regional and intracity destinations. The bus service hours of operation are from Monday through Saturday from 6:00 a.m. - 9:00 p.m. and Sunday 8:00 a.m. - 6:00 p.m. Island Metro is a free shuttle system operating on South Padre Island with daily service. Stops include beach accesses, many of the island’s hotels, restaurants, attractions, and other points of interest. Island Metro can be contacted by phone for information regarding schedules and route map. All shuttles and buses within the region are equipped with bicycle racks, are ADA accessible with wheelchair lifts, and offer complimentary WiFi.

All transit providers have been working together and are actively participating in a regional planning strategy. The Regional Transit Advisory Panel (RTAP), a committee comprised of individuals representing the diverse transportation agencies and companies, both public and private, in the Rio Grande Valley, have assisted in developing and implementing a regional transportation coordination plan for Cameron and Hidalgo Counties. The RTAP committee has examined ways to manage mobility more efficiently and effectively for this region’s entities and public education institutions.



Texas State Legislature passed House Bill 71, authorizing the creation of a Regional Transit Authority (RTA) for the Lower Rio Grande Valley region. The RTA will help create new opportunities for growth and economic prosperity, while ensuring resources for the expansion of regional public transportation, including increased bus routes, expanded rural coverage and enhanced student access to college campuses.

Funding Programs Used

The Bipartisan Infrastructure Law (BIL), as enacted in the Infrastructure Investment and Jobs Act (IIJA), was signed into law by President Joe Biden in November 2021 and is the largest federal investment in public transportation in U.S. history. The legislation reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs. The Bipartisan Infrastructure Law authorizes up to \$108 billion to support federal public transportation programs, including \$91 billion in guaranteed funding. Annually, FTA apportions the annual appropriation from Congress to fund a variety of public transit activities which require matching funds. All federal grants are awarded on a reimbursement basis, so expenses must be incurred before FTA disburses the federal funds. The public transit providers also receive State funds, which are also disbursed on a reimbursement basis and are appropriated biennially by the Texas Legislature. State funds may be used to meet the match requirements of federal grants or for any other purpose that is allowable under federal, or state law and a local match is not required. Listed below are the funding categories listed via FTA's website and utilized by our region's public transit providers.

[49 U.S.C. Chapter 53, Sections 5303, 5304 & 5305](#)

Program Purpose: Provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and FHWA, which provides additional funding. The funding in this category is usually used to develop transportation plans and programs, plan, design and evaluate a public transportation project, and conduct technical studies related to public transportation.

- Increases funding levels.
- Provides new emphasis on intercity transportation, including intercity buses and intermodal facilities, as well as tourism and the reduction of risk from natural disasters.
- Clarifies the selection and role of the representative of public transportation providers on the MPO board.
- Expands the scope of the planning process to include resiliency and reliability of the transportation system.



Comprehensive Transportation Improvement Program

- Highlights the need for States and MPOs to provide public ports, intercity bus operators and employer-based commuting programs with a reasonable opportunity to comment on transportation plans.
- Provides MPOs that serve transportation management areas with the option to develop a Congestion Management Plan with input from employers, private and public transit providers, transportation management associations, and organizations that provide transportation access to employment for low-income individuals.
- Provides that the statewide transportation plan must include a description of the performance measures and performance targets and a system performance report evaluating the condition and performance of the transportation system.

[49 U.S.C. Chapter 53, Sections 5307 & 5340](#)

Program Purpose: The Urbanized Area Formula Funding program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance, and for transportation related planning in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The funding in this category is usually used for planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds.

- Operating costs have been expanded to include demand response public transportation service operated by state or local governmental authorities, excluding ADA complementary para-transit service.
- Additionally, in determining the amount of operating assistance available for specific systems in urbanized areas, public transportation systems within the urbanized area are to allocate funds by methods other than measuring vehicle revenue hours.
- Recipients may use up to 20% of their 5307 allocations for the operation of para-transit service if certain conditions are met.



- A provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan.
- Recipients are no longer required to expend 1 percent of their funding for associated transit improvements. However, recipients are still required to submit an annual report listing projects that were carried out in the preceding fiscal year.
- Starting in FY 2019, the Small Transit Intensive Cities (STIC) tier will increase to 2 percent from 1.5 percent.
Grantees may use up to 0.5% of their 5307 allocations on Workforce Development activities.

As described by the Federal Transit Administration, the Coronavirus Aid, Relief, and Economic Security (CARES) Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic. CARES funding will be disbursed through FTA apportionments to its Urbanized Area (Section 5307) and Rural Formula (Section 5311) programs. Additionally, the American Rescue Plan Act included \$30.5 billion in supplemental appropriations allocated to support the transit industry during the COVID-19 public health emergency.

[Chapter 53 Section 5310](#)

Program Purpose: To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. The funding in this category should at least 55% of program funds must be used on capital or “traditional” 5310 projects. The remaining 45% is for other “nontraditional” projects

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.
- FTA shall disseminate collection of Best Practices to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.



Comprehensive Transportation Improvement Program

- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility – open to 5310 recipients and sub-recipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services, such as: the deployment of coordination technology projects that create or increase access to community One-Call/One-Click Centers, etc.
- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies and develop a cost-sharing policy.

Chapter 53 Section 5339

Program Purpose: The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. The funding in this category uses capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

- State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipient of Section 5339 funds, regardless of their designated recipient status.
- Two discretionary components have been added the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.
- A new pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.
- Allows states to submit statewide applications for bus needs.
- The minimum state allocation under the formula was raised to \$1.75M from \$1.25M; the territory allocation was unchanged.
- Grantees may use up to 0.5% of their 5339 allocations on Workforce Development activities.



Transportation Development Credits

Transportation Development Credits have been used by both public transit providers, and they are a federal transportation funding tool that can be utilized by states as a means of meeting local and state matching requirements for federal funding. State credits are accrued when capital investments are made in federally approved tolled facilities including toll roads and bridges. These credits can then be used as a “soft match”, meaning that they do not represent an actual source of funding. Essentially, these credits reduce the amount of funding a state or local entity must contribute and allow many programs to be funded with 100 percent federal funds as opposed to the traditional 80/20 percent split between federal and state/local funding sources. One major advantage of this is that it frees local matching funds for other projects.

Transit Asset Management (TAM)

The Federal Transit Administration (FTA) continues to advance efforts to implement a performance-based approach to planning. With this purpose in mind, FTA established requirements for the Transit Asset Management plan (TAM) enhancing safety, reducing maintenance costs, increasing reliability, and improving performance. TAM is reported by transit agencies with the requirement from FTA that transit agencies and MPOs coordinate to the maximum extent practicable in selecting targets. For many MPO regions across the nation, this has so far been an exercise in transit agencies sharing targets with the MPO for communication purposes. MPO’s, however, are encouraged to provide resources and grant support where plausible in support of transit agencies achieving their targets.

The Federal Transit Administration (FTA) recommends Transit Asset Management (TAM) practices to preserve and expand transit investments. Reliable and well-maintained transit infrastructure provides safe, dependable services that are easily accessed. A transit system is in a state of good repair when it possesses and maintains a comprehensive list of its capital assets and rolling stock. Additionally, an asset management plan must be integrated into the management process and practices of the agency. The percentage of an agency’s assets should be within their articulated useful life, with remaining assets performing as designed for function.

FTA Transit Asset Management (TAM):

- Percentage of revenue vehicles (by type) that exceed useful life benchmark (ULB)
- Percentage of non-revenue service vehicles (by type) that exceed ULB
- Percentage of facilities (by group) rated less than 3.0 on Transit Economic Requirements Model (TERM) scale

[TAM & PTASP Tables for each
Transit Provider in the Region]



Selection of Projects

Rio Grande Valley MPO combines data on asset inventory and projected growth, to develop strategies to ultimately maintain a state of good repair. By managing vehicles, facilities, and equipment with essential performance measures and preparing for future growth, transit planning determines the best form of investment. Public input, our TAC, BPAC, and Policy Board members comments and/or concerns also play a vital role in project priority. The RGVMPO predicts steady progression with implementation of planned projects, through utilization of acquired equipment and vehicles, maintenance of existing infrastructure, and continued research for future measures of performance. Selected projects are chosen upon need and funding availability, with consideration of effectiveness and strategic planning. The projects in place should help meet expectations and promote the advancement of each transit agency involved in our planning process.

Active Transportation

In coordination with the 2045 Rio Grande Valley Metropolitan Planning Organization (RGVMPO) Metropolitan Transportation Plan (MTP), the RGVMPO Active Transportation Plan (ATP) facilitates the creation of a regional approach to active transportation in the Rio Grande Valley. The region is unified by three key principles that prioritize improving connectivity, accessibility, and community health, while planning for a comprehensive active transportation system. Supporting each of the key principles are goals, outlined in Figure 1-2, that enhance non-motorized modes of transportation. Five critical success areas (Planning & Design; Policy & Programs; Education & Encouragement; Safety; and Active Tourism) that contain supporting initiatives are also identified. Of the short-term initiatives outlined in the Action Plan, **RGVMPO will continue collaborating with local governments to expand on regional connectivity through multi-modal project development.**

The RGVMPO's regionally coordinated system for walking and bicycling is designed to provide world class facilities for active transportation and to integrate active tourism to support economic opportunity in local communities. The Rio Grande Valley's safe, comfortable, inclusive, and equitable system of active transportation facilities accommodates users of all ages and abilities, and supports increased public health, excellent connectivity to transit and key destinations, simple and clear way-finding for visitors and tourists, and a unique sense of place that celebrates the rich culture of the RGV.



Comprehensive Transportation Improvement Program

Figure 1-2: Key Principles and Supporting Goals



Connectivity: *Increasing mobility across active transportation modes, while creating an integrated regional transportation network*

Connect Transit with Active Transportation

Connecting the first and last mile of public transit trips to create a realistic and comprehensive network

Establish a Regional Hike/Bike Network

Link existing pedestrian routes, increase connectivity, and increase user comfort via a system of safe facilities

Connect Pedestrian Network

Filling sidewalk gaps and improving the quality of the pedestrian network



Accessibility: *Establishing a comprehensive system of transportation options and allowing users of all ages and abilities to access resources across the region*

Improve Connections to Key Destinations

Improving connections to key destinations promotes more frequent participation in active transportation

Ensure Equity

Enhancing travel choices for underserved people while increasing access to basic needs, services, and employment

Support Education and Encouragement

Encouraging user participation through education and empowering residents to engage with the community



Community Health: *Promoting active transportation modes that improve public health and support local economies*

Build Active Tourism Network

Supporting job creation and local spending through active tourism

Improve Mental and Physical Health

Integrating activity to lower the effects of obesity, heart disease, mental health issues and other chronic conditions

Improve System Safety

Reducing speeds and minimizing conflicts with motorized vehicles to increase safety for all users

Bicycle and Pedestrian Counts [Planning & Design Initiative]

In 2020-2021, the RGVMPPO, in coordination with the LRGVDC, established a regional bicycle and pedestrian (trail) count program. The initiation phase of the Program utilized private funds from the Valley Baptist Legacy Foundation to support the installation of eighteen (18) Eco-Counters on eleven (11) trails, in nine (9) cities. The data collected is being shared with TxDOT and TTI, to be used in the Texas Bicycle and Pedestrian Count Exchange (BP|CX) Program for managing and analyzing count data. Ongoing coordination, management, improvements, and expansion of the program is anticipated during FY 2025-2028 if funding opportunities remain available. The benefit: an on-going count dataset can better provide insights and data-driven support for future projects, promoting efficient system management and operation.

Complete Streets [Policies & Programs Initiative]

Complete streets are urban planning and design principles that prioritize the safety, accessibility, and comfort of all road users, including pedestrians, cyclists, public transit riders, and motorists. The concept recognizes the diverse needs of a community and aims to create a safe and comfortable multimodal transportation network. The goal of complete streets is to create a balanced and user-friendly environment that caters to the needs of everyone, regardless of their mode of transportation. A complete street typically features well-designed sidewalks, dedicated bike lanes, efficient public transit options, safe crosswalks, and landscaping. By integrating these elements, complete streets promote a more inclusive and sustainable transportation system, enhancing the overall livability of communities. This approach not only fosters healthier and more active lifestyles but also contributes to improved air quality, reduced traffic congestion, and increased social connectivity. Complete streets policies will be implemented through regional design standards.

Active Transportation Facility Inventory [Planning & Design Initiative]

Planning efforts depend upon the availability of a comprehensive inventory of active transportation facilities. Municipalities and the RGVMPPO have begun working together to develop regional standards for a facility inventory, and a strategy for cyclical review and updates. The regional geospatial database is planned to include the following attributes/features:

- Pedestrian network facilities: sidewalk location, width of sidewalk, spacing from curb, physical barriers present, etc.
- On-street bicycle network facilities: facility type (shared lane/sharrow; bike lane; cycle track), width of facility, pavement conditions, etc.
- Off-street network facilities: facility location, width of facility, surface material, location of amenities (restrooms, rest areas, water fountains), etc.



Comprehensive Transportation Improvement Program

RGVMPO Staff will guide the completion of the first regional active transportation facility inventory and subsequent annual data collection coordination. The benefit: establishment of data benchmarks according to community goals. In addition, a facility inventory emphasizes the preservation and improvement of the existing regional active transportation system. Additionally, the facility inventory will assist with the establishment of an active transportation regional data portal, to be developed through FY2025-2028 to be used for future plans and assist with project planning and development.

Advisory Committees [Policies & Programs Initiative]

Coordination and communication between local and regional communities is key for the success of a regional trails system. As introduced in the Public Involvement Process section, the RGVMPO Bicycle and Pedestrian Advisory Committee helps ensure the planning process and implementation of plans meet the needs of the community. With its adoption in December 2020, the BPAC began implementing the RGVMPO ATP in 2021. In addition to the BPAC's work implementing several initiatives, two Working Groups were recently established to kickoff efforts for the RGV Traffic Safety Initiatives and the designation of a United States Bicycle Route (USBR). The USBR effort is additionally being coordinated and supported by the Caracara Trails Advisory Committee, another great regional committee who oversee the implementation of the proposed active transportation network outlined in the LRGV Active Plan (focused on Cameron County). The benefits: enhancing the integration and connectivity of the transportation system, across and between modes.

Bike Share [Education & Encouragement Initiative]

In 2015, the City of McAllen introduced McAllen B-Cycle to the Rio Grande Valley as the first bikeshare program. In recognizing the interest of the region, the LRGVDC – and by extension, Valley Metro - partnered with the City of McAllen to expand their program to the entire RGV. In 2021, the LRGVDC launched RGV B-Cycle with station locations in McAllen, Brownsville, and Harlingen. This regional bikeshare program allows users to rent bicycles for short-term or monthly use as one of the public transportation options for the community. A successful bikeshare program is an important tool to support the key principles of accessibility and community health. FY2025-2028 will include ongoing coordination between the RGVMPO BPAC and LRGVDC/Valley Metro Staff to manage and improve the regional bikeshare program.



Law Enforcement Trainings [Safety Initiative]

The RGVMPO applied for Category 8, Safety Funds from the Federal Highway Safety Improvement Program. A total of \$41,500 was awarded for the RGV Traffic Safety Initiative:

- To distribute 2,725 bike helmets throughout the RGVMPO jurisdiction.
- To distribute 5,000 bike lights throughout the RGVMPO jurisdiction.
- To administer hybrid trainings for 50 project managers on safety strategies and project development.
- To administer hybrid trainings for 100 law enforcement officers from the RGV on traffic safety problems/goals.

While the distribution of bike helmets and lights will assist with public safety education and encouragement, the law enforcement trainings are critical to increase the safety of the transportation system for non-motorized users. The trainings will include information about the regional active transportation facilities, current bicycle and pedestrian laws at the local and state levels, information on common collision types and locations, and enforcement procedures. In addition, officers will be trained protocols for properly completing collision forms when pedestrians and bicyclists are involved. Such protocols ensure the necessary details of the crash are properly recorded for crash analysis that will take place during FY 2025-2028.

The RGVMPO continues to cultivate a safe, comfortable, inclusive, and equitable system of active transportation facilities to accommodate users of all ages and abilities, and support increased public health, excellent connectivity to transit and key destinations, simple and clear wayfinding for visitors and tourists, and a unique sense of place that celebrates the rich culture of the Rio Grande Valley.

Safe Streets for All - Safety Action Plan

"In response to the significant number of collisions, the RGVMPO is adopting a proactive strategy to decrease and eliminate severe injury and fatal accidents in the area. Through the development of a Safety Action Plan (SAP), the RGVMPO aims to establish a systematic approach that delineates measures to reduce collisions, improve safety, and establish a fair transportation network. This framework is anticipated to be developed through thorough examination and extensive public input. The intent of a SAP is straightforward: reduce and eventually eliminate serious injury and fatal crashes.

A successful plan looks to protect the health and safety of those involved by anticipating, assessing, and mitigating potential threats and hazards and then provide a methodical approach to addressing them. Ultimately, a CSAP seeks to answer three questions:

- What are the potential risks and hazards?
- How can these risks be mitigated and prevented?
- What should be done in the event of an incident?" Source: TJKM RFP, December 2023

4. PLANNING PROCESS

- IN THIS CHAPTER:
 - PERFORMANCE BASED PLANNING
 - TIP PROJECT SELECTION PROCESS
 - TIP MODIFICATION & AMENDMENT PROCEDURES
 - YEAR OF EXPENDITURE





Performance Based Planning for Metropolitan Planning Organizations

The last three federal transportation bills, the Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation (FAST) Act and the current Infrastructure and Investment Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Law (BIL)), contain requirements for State Departments of Transportation (DOTs), Transit operators, and Metropolitan Planning Organizations (MPOs) to establish and conduct performance-based planning and programming. This includes the establishment of targets for measures as they relate to the following topics:

- Safety
- Bridge and Pavement Condition
- Performance of the National Highway System (NHS), Freight and Congestion Mitigation and Air Quality (CMAQ)
- Transit Asset Management (TAM) and Public Transportation Agency Safety Plans (PTASP)

In general, MPOs have the option to either adopt state/transit operator targets or establish their own for their respective MPO planning area; except for CMAQ Traffic Congestion measures which require unified targets with all State DOTs and MPOs in the urbanized area. In addition to establishing targets MPOs are required to monitor and track progress towards meeting these targets. The Rio Grande Valley MPO's Transportation Policy Board approved the adoption of the following State's safety performance targets:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries

Additional targets will be set in cooperation with the state DOT:

- Level of Travel Time Reliability (LOTTR) Interstate
- Level of Travel Time Reliability (LOTTR) Non-Interstate
- Truck Travel Time Reliability (TTTR)
- Performance of National Highway System (excluding the Interstate)

The MPOs, States, and the providers of public transportation shall jointly agree upon developing specific written provisions toward attainment of critical outcomes for the region of the MPO and the collection of data for the State asset management plan for the NHS. Such agreements shall be documented as part of the metropolitan planning agreement or in some other form jointly agreed to by the MPOs, States, and providers of public transportation. The RGVMPO, TxDOT, and transit providers should execute Memorandums of Agreements (MOAs) establishing this process. The RGVMPO will work in conjunction with FHWA, FTA, and TxDOT to ensure the organization meets state and federal requirements on performance measures. Staff will include the Technical Advisory Committee and the Transportation Policy Board in the performance measures decision making process. As of now, milestones set by the MPO are on track to be met, and staff continues to plan for long-term performance measures goals.

Performance Management Framework

Alliance Transportation Group comprised methodology to monitor the performance of our region's transportation system, and the "effectiveness of programs and projects as they relate to the National Goals, a series of performance measures were established in the areas of safety (PM1), infrastructure condition (PM2), and system performance (PM3). These measures are outlined in and 23 CFR Part 4901 and 49 USC 6252 .The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system performance information to make investment and policy decisions to achieve national performance goals.

Transportation Performance Management Framework:

- Is systematically applied.
- Provides key information to help decision makers to understand investment outcomes across transportation assets or modes.
- Improves communication between decision makers, stakeholders, and the public.
- Ensures targets and measures are developed in cooperative partnerships and based on data and objective information.

This first version of a TPM Framework for the RGVMPPO is based on guidance provided by FHWA and is comprised of ten (10) primary components that reflect either the steps involved in ongoing Metropolitan Transportation Planning or the facets and characteristics that comprise an MPO. The numbering of the components, it should be noted, does not reflect the order in which steps necessarily occur. The first six (6) components illustrate categories of processes involved in metropolitan transportation planning and are as follows:

1. Strategic Direction
2. Target Setting
3. Performance Based Planning
4. Performance Based Programming
5. Monitoring and Adjustment
6. Reporting and Communication

The above six (6) components are used as the outline for the first 6 chapters of this framework and are intended to both document the current state of the RGVMPPO as well as provide guidance on continued implementation and maintenance of the framework. The remaining four (4) components are related to characteristics of the MPO and its functions and are as such:

- A. Organization and Culture
- B. External Collaboration and Coordination
- C. Data Management
- D. Data Usability and Analysis

These four (4) components provide the outline for the remaining four (4) chapters of this framework and are likewise intended to provide a basis for continued implementation and maintenance of the framework moving forward. The final chapter of this document summarizes the key takeaways and recommendations from each chapter and provides strategies for next steps and continued implementation. Understanding Performance Management as a strategy for tracking achievement of goals will help RGVMPPO staff and planning partners in implementing and maintaining this framework." Source: RGVMPPO TPM Framework, ATG/DCCM, 2024

Performance Measures

The RGVMPPO 2045 MTP update fulfilled the RGVMPPO’s TPM responsibility for the previous MTP update cycle using Federal performance goals and measures, as well as compliant TxDOT performance measure targets to align with guidelines created by MAP-21 and continued by the FAST Act. The transportation system needs assessment performed as part of the 2045 MTP provided existing target measures, which created a base to understand the state of the current RGVMPAB transportation system in comparison to assigned TxDOT targets. The System Performance Report of the 2045 MTP (Chapter 9) described the RGVMPPO’s approach to performance-based decision making to support the national goals described in 23 U.S.C. 150(b).

These measures focus on the safety of the RGV Metropolitan Area Boundary (MAB) transportation network, condition and reliability of interstate and remaining National Highway System (NHS) infrastructure, and reliability of freight movement throughout the region. Data producing these measures derives from TxDOT’s Crash Record Information System (CRIS), FHWA’s National Performance Management Research Data Set (NPMRDS), the Highway Performance Monitoring System (HPMS), TxDOT’s open GIS database, and through coordination with regional FTA funded transit agencies. Due to the RGVMPPO’s current air quality attainment status, the organization currently reports performance measures for 15 of the 18 federal performance measures (Table 4).

Table 4: Federal Performance Measures applicable to RGVMPPO

Goal Area	Measure
FHWA PM1 Safety	Number of Fatalities
	Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
	Number of serious injuries
	Rate of serious injuries per 100 million VMT
	Number of non-motorized fatalities
	Number of non-motorized serious injuries
FHWA PM2 Infrastructure Condition	Percentage of pavements of the Interstate System in Good condition
	Percentage of pavements of the Interstate System in Poor condition
	Percentage of pavements of the non-Interstate NHS in Good condition
	Percentage of pavements of the non-Interstate NHS in Poor condition
	Percentage of NHS bridges classified as in Good condition
	Percentage of NHS bridges classified as in Poor condition
FHWA PM3 System	System Performance: Percentage of person-miles traveled on the Interstate that are reliable (LOTTR)
Performance/ Freight/ CMAQ	System Performance: Percentage of person-miles traveled on the non-Interstate NHS that are reliable (LOTTR)
	Freight Movement: percentage of Interstate system mileage providing for reliable truck travel time (TTTRI)
	*CMAQ: Annual Total Tailpipe CO2 Emission on NHS
	*CMAQ: Annual Hours of Peak Hour Excessive Delay (PHED) per capita
	*CMAQ: Percent of Non-SOV Travel on network
FTA Transit Asset Management (TAM)	Percentage of revenue vehicles (by type) that exceed useful life benchmark (ULB)
	Percentage of non-revenue service vehicles (by type) that exceed ULB
	Percentage of facilities (by group) rated less than 3.0 on Transit Economic Requirements Model (TERM) scale
FTA Public Transportation Agency Safety Plan (PTASP)	Total number of reportable fatalities
	Rate of reportable fatalities per total vehicle revenue miles by mode
	Total number of reportable injuries
	Rate of reportable injuries per total vehicle revenue miles by mode
	Total number of reportable events
	Rate of reportable events per total vehicle revenue miles by mode
Mean distance between major mechanical failures by mode	

**Applies to areas designated as nonattainment or maintenance for ozone, carbon monoxide or particulate matter.*

"The RGVMPPO staff are diligently working to address project readiness and support LG needs for project health. It is recommended that the RGVMPPO continue to apply a project readiness assessment to proposed projects.

It is likewise recommended that RGVMPPO continue to meet with TxDOT to review project health and consider incorporating a "lessons learned" component in these meetings, at least on a yearly basis.

It is recommended that the RGVMPPO promote best practice project level strategies for performance outcomes, either through literature, coordination with TxDOT workshop opportunities, or through workshops hosted directly by the RGVMPPO. That is, the RGVMPPO should provide resources to LGs on what programmatic elements of a project are expected to have the best outcomes for a given goal area. Similarly, lessons learned on project readiness and project delivery should be shared and promoted across the agency and with planning partners." Source: RGVMPPO TPM Framework, ATG/DCCM, 2024

Table 15: Performance-Based Programming Relationship to TPM Components

Component	Summary Definition	Relationship to Performance-Based Programming
01. Strategic Direction	The establishment of an agency’s focus through well-defined goals/objectives and a set of aligned performance measures.	Programmed projects are linked directly to the strategic direction since they are prioritized by their potential ability to address goals and objectives.
02. Target Setting	The use of baseline data, information on possible strategies, resource constraints and forecasting tools to collaboratively establish targets.	Programmed projects are selected and funded based on how they help achieve performance targets.
03. Performance-Based Planning	Use of a strategic direction to drive development and documentation of agency strategies and priorities in the long-range transportation plan and other plans.	Performance-based programming allocates funding to projects identified as part of the strategies developed and documented in performance-based plans.
05. Monitoring and Adjustment	Processes to track and evaluate actions taken and outcomes achieved that establish a feedback loop to adjust planning, programming, and target setting decisions. Provides key insight into the efficacy of investments.	Completed projects from the STIP and TIP should be assessed to determine whether they provided the expected progress toward performance targets.
06. Reporting and Communication	Products, techniques and processes to communicate performance information to different audiences for maximum impact.	The programming process must be transparent and well communicated to ensure support and understanding of prioritization framework by stakeholders.

Component	Summary Definition	Relationship to Performance-Based Programming
A. TPM Organization and Culture	Institutionalization of a TPM culture within the organization, as evidenced by leadership support, employee buy-in, and embedded organizational structures and processes that support TPM.	The link between programming and performance must be supported by and understood by leadership and agency-wide to comprehensively implement the process.
B. External Collaboration and Coordination	Established processes to collaborate and coordinate with agency partners and stakeholders on planning/ visioning, target setting, programming, data sharing, and reporting.	The programming process must be clearly communicated to external stakeholders and coordinated with partner agencies. For example, a State DOT’s STIP and an MPO’s TIP must align.
C. Data Management	Established processes to ensure data quality and accessibility, and to maximize efficiency of data acquisition and integration for TPM.	Programming relies on data managed from various sources, including those from partner agencies.
D. Data Usability and Analysis	Existence of useful and valuable data sets and analysis capabilities, provided in usable, convenient forms to support TPM.	The programming process is based on good analysis of scenarios derived from an understanding of funding and baseline data projected forward into the future.

*[List of Projects being added to the STIP -
Performance Measures (Highway & Transit)]*



The RGVMPO has successfully executed a Performance-Based Planning Memorandum of Understanding with the Texas Department of Transportation (TxDOT), and the Lower Rio Grande Valley Development Council – Valley Metro, the City of Brownsville, and the City of McAllen to ensure the performance measures and targets are met as required by federal law. The RGVMPO will continue to work closely with all agencies to achieve a more effective transportation planning process. TxDOT has provided the Decision Lens tool to visualize what project selection might look like when performance measures are implemented. The MPO intends to use the Decision Lens tool to help TAC and TPC members see how projects rank when we apply different weights toward project criteria. Decision Lens should help the committees make informed decisions on how to best utilize performance measures when they see exactly how it may play out during implementation. The three different sets of performance measures that the MPO must comply with are reported and adopted by the Transportation Policy Board. The RGVMPO continues to monitor updates to performance targets using the performance dashboard tools that TxDOT has made available. The RGVMPO has resolutions supporting TxDOT's performance targets.

TIP Project Selection Process

The selection of projects for the Surface Transportation Program (STP), Transportation Alternatives Set-Aside (TASA) and Proposition 1, Proposition 2 (newly passed legislation in November of 2021), and Proposition 7 funds, is the ultimate responsibility of the RGVMPO's Transportation Policy Board (TPB). As part of the selection process, the TPB has assigned specific duties to the Technical Advisory Committee (TAC) and Bicycle-Pedestrian Advisory Committee as critical analysts toward project selection. RGVMPO staff utilizes a project scoring system for Category 7 – Metropolitan Mobility and Rehabilitation funded projects. Category 2 – Metropolitan and Urban Corridor projects, along with categories 1,4,8,10,11, & 12 are scored by TxDOT. A ranking of projects is comprised based on readiness, score, and priority, ultimately leading to programming within the short-range TIP and/or long-range MTP. Federal transit funding is based on an appropriations process from the United States Congress. Each year, the U.S. Department of Transportation's Federal Transit Administration (FTA) distributes the state's annual appropriation to fund a variety of transit-related activities. All grants are awarded on a reimbursement basis and expenses must be incurred before FTA disburses the federal funds. MPO staff collaborates with regional transit providers to prioritize projects for inclusion to the Transit TIP.



Comprehensive Transportation Improvement Program

The Lower Rio Grande Valley Development Council (LRGVDC) is the designee for public transportation funds, as well as the recipient for the Urban Area Formula program. The RGVMPO is responsible for notifying eligible local entities of funding availability, publicizing the planning and project selection process, and coordinating a competitive selection. This selection process of projects using public transportation funds is approved by the Transportation Policy Board. As part of the selection process, the RGVMPO utilizes project selection criteria, critique and analysis from advisory committees, and overall judgement from TPB members who represent our local governments, TXDOT-Pharr District, regional mobility authorities, and ports of entry. Selection criteria address gaps in current service within targeted communities and considers geographic distribution to encourage levels of diverse geographic disbursement. Projects selected must show evidence of broad solicitation for input (coordination planning process). The RGVMPO ensures that the Regional Public Transportation Plan is in coordination and supports the projects applying for funding.

For programming into short- and long-range planning documents, Category 7 Funding allocation should be assigned to projects designated as Off-System, while On-System projects are approved on a case-by-case basis by the Transportation Policy Board. At least 25% of the less predictable funding allocation (i.e., Trends Modeling, indexing gasoline, etc.) also be assigned to Off-System projects with the remaining 75% assigned to On-System projects (state roadways). Each entity shall submit a RGVMPO TIP/MTP Update Form, identifying project status through various facets of project development (Environmental Clearance, ROW Acquisition, Design, Project Costs, etc.) while MPO staff and TXDOT conduct a scoring process and seek guidance from advisory committees. Projects will be scheduled in accordance with timelines submitted by entities and financial constraints, however, projects that are ready to let may accelerate regardless of ranking.

Project selection procedures vary from locations within a transportation management area (TMA) versus a non-TMA, as well as which type of federal funding is involved. According to 23 C.F.R. Part 450, a TMA will require collaboration between the commission, MPO, and/or public transportation operator to select projects for implementation (with use of federal funds) on an approved TIP. In designated TMA's an MPO, in consultation with the state's DOT and public transportation operators, shall select all federally funded projects, except those listed on the National Highway System (NHS) and projects funded under bridge, interstate maintenance, safety, or federal lands highways.

Strategies to help optimize the use of federal funds are shared during Project Readiness Sub-committee meetings, TAC, & TPB meetings regularly. MPO staff maintains consistent communication with planning partners and project readiness is highly stressed. MPO staff will continue to regularly calculate utilization and carryover estimates for each fiscal year (FY). Project prioritizing is based on a performance measures framework with emphasis on avoiding delays and utilizing funding efficiently.



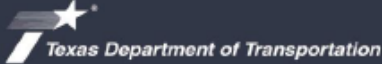
The practice for project selection is currently evolving due to Federal and State restraints. One initiative of the Texas Transportation Commission is to develop and implement a performance-based planning and programming process dedicated to providing the executive and legislative branches of government with indicators that quantify and qualify progress toward attaining all department goals and objectives established by the legislature and the commission. The commission by rule shall develop and implement performance metrics and performance measures as part of 1) the review of strategic planning in the statewide transportation plan, rural transportation plans, and unified transportation programs; 2) the evaluation of decision-making on projects selected for funding in the unified transportation program and statewide transportation improvement program; 3) the evaluation of project delivery for projects in the department's letting schedule. The Transportation Commission shall adopt and review performance metrics and measures to: 1) assess how well the transportation system is performing and operating in accordance with the requirements of 23 USC Section 134 or 135; 2) provide the department, legislature, stakeholders, and public with information to support decisions in a manner that is accessible and understandable to the public; 3) assess the effectiveness and efficiency of transportation projects and service; 4) demonstrate transparency and accountability; 5) address other issues the commission considers necessary.

In accordance with legislation, planning organizations shall develop their own project recommendation criteria, which must include consideration of: 1) projected improvements to congestion and safety; 2) projected effects on economic development opportunities for residents of the region; 3) available funding; 4) effects on the environment including air quality; 5) socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods; 6) any other factors deemed appropriate by the planning organization. The planning partners of our Rio Grande Valley region convene regularly to accomplish the goals stipulated through legislation. This group conveys the importance of implementing project selection, based on the performance measures and values adopted by RGVMPO, where projects are selected based on this process, or whether a project was selected circumventing this process, due to a significant external factor which makes it necessary and critical for the region. In which case the RGVMPO will provide a detailed reasoning for endorsing such projects.





TIP Modification and Amendment Policies and Procedures

Federal planning regulations 23 CFR Part 450 allows states and MPOs to make minor adjustments to TIPs and STIPs without a formal public involvement process at either the local or state level. Under 23 CFR Part 450.328, a TIP is subject to modification at any time consistent with the procedures established for its development and approval. A Statewide Transportation Improvement Program (STIP) revision is required for major changes in project details. An example, originally provided by TXDOT, of comparing a STIP Revision to an Administrative Amendment is listed below, along with detailed examples of revisions and modifications:



When is a STIP Revision Required?

-  A STIP Revision is required for a major change to a project included in a Metropolitan Transportation Plan, TIP, or STIP.
-  A STIP Revision requires public review and comment, re-demonstration of fiscal constraint, and a conformity determination (for MTPs and TIPs involving “non-exempt” projects in nonattainment and maintenance areas).

For projects using highway funds (transit projects follow the same process), formal STIP Revisions are required based on the following criteria:

- The change adds new individual FHWA funded projects.
- The change adds regionally significant state or locally funded projects.
- The change adds or removes a phase of work such as preliminary engineering, right-of-way, construction, etc. to the project, which increases or decreases the Year of Expenditure Cost (YOE).
- The change results in a project scope change.
- Change in project limit/termini.
- Change from state funding category to federal funding category (same as adding a federally funded project).
- Changes in Transit Grantees for FTA Section 5310 projects.
- Changes in an estimated approved federal cost exceeding 50% **AND** resulting in a YOE cost exceeding \$1,499,999. An amendment is not required when a change in estimated federal cost results in a projects YOE cost of under \$1,500,000. An example is presented below.

Changes that Do Not Require a STIP Revision (Administrative Amendment)

Not all project changes require a STIP Revision. A STIP Administrative Amendment can be used for minor changes to a project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to a project/project phase initiation dates. STIP Administrative Amendments for federally funded and state/locally funded regionally significant projects include the following:

- Change in project ID, Control-Section Job (CSJ) or inclusion of CSJ.
- Change in estimated federal cost resulting in a YOE cost < \$1.5M, unless changes break 50% rule.
- Change in one federal funding program to another federal funding program (unless that category needs Commission approval (Categories 2, 4 and 12) or category is specific to that project, i.e., Category 5 (CMAQ), or Project Specific Grants, i.e., RAISE Grant, SS4A Grant, etc.
- Change in one state funding category to another state funding category.
- Addition of a Grouped Project using a statewide CSJ.
- Change in letting date (within the 4 years).
- Change in the project limits for a state-funded project.
- Change in TIP year for a state-funded project (within the 4 years).
- Change in TIP year for a federal, state, local or regionally significant project (that **DO NOT** cross AQ analysis years in non-attainment or maintenance areas consistent with policy procedures).
- Change in project scope of work for a state-funded project.

Reminders:



Administrative Amendments do not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (nonattainment/maintenance areas).

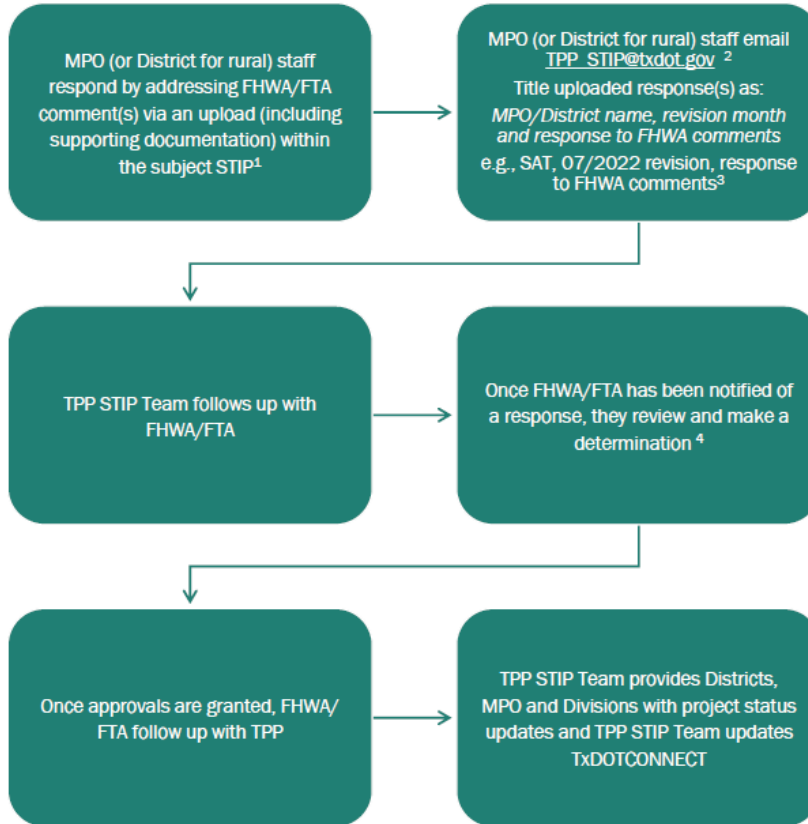


MTPs, TIPs, and STIP must be consistent and synchronized. Changes in the TIP must be reflected in the MTP.



STIP Exception Process

TxDOT's Federal Comments/Exceptions Process for the 2023-2026 STIP and Subsequent STIP Revisions



¹ It is strongly recommended that as many exceptions as possible are addressed within a single response.

² It is important to keep TPP updated on all responses, as this allows TPP to track and follow project(s) approval status.

³ Repeat, as necessary.

⁴ If further clarifying information is needed, FHWA/FTA can coordinate with the District/MPO.



Amendments to TIP documents require abiding to the MPO's Public Participation Plan. A call for project revisions and amendments is announced by MPO staff. A timeline consisting of project submittal deadlines, meeting dates, beginning to end of public involvement, and the ultimate approval date of all necessary documentation, is shared with members of TAC and TPB. Fulfilling the obligation of project sponsors, the region's local governments will inform MPO staff of project removal, major revisions to cost, funding, and/or project scope, movements in programmed fiscal years, and new project phases for inclusion. A scoring process is utilized when prioritizing/ranking of projects seeking federal funding. The MPO is responsible for ranking Category 7 - Metropolitan Mobility and Rehabilitation projects, while TXDOT ranks larger on-system projects. Category 9 - Transportation Alternatives Set-Aside funds are distributed by the MPO through project calls held every two years. The project selection process involves the Bicycle Pedestrian Advisory Committee, who scores project submittals and recommends potential recipients to TAC & TPB. Category 9 projects are listed within the MTP and included within an appendix to the Comprehensive TIP document.



To permit adequate public review and comment, amendments to the TIP are introduced and discussed at TAC & TPB meetings, while public involvement is either held virtually or in-person, at various locations within the planning boundary. The 30-day public involvement period is announced and hosted by RGVMPO as an effort to maintain transparency with members of the community. A summary of updates is comprised while executing changes to highway & transit TIP tables. The individual TIP project entries are labeled appropriately, depicting revisions and/or administrative changes where needed. Both the Summary of Updates and TIP tables are displayed during Public Involvement, inevitably leading to presentation and discussion with TAC & TPB members. Once highway and transit TIP tables are approved by TPB, MPO staff will upload required documentation to the E-STIP online Portal, while executing administrative modifications as necessary. All projects listed on the TIP must be consistent with RGVMPO's MTP and TXDOT's online databases – the E-STIP Portal and TXDOT Connect.

Year of Expenditure

Federal legislation requires planning documents (such as the STIP, MTP, and TIP) maintain financial plans that reflect “year of expenditure dollars” (YOE) for revenue and project cost estimates when adopted, approved, or amended. The project cost is subject to 4 % inflation rate per annum on Highway & Transit Projects outside of the 4-year TIP. To determine YOE trends, the RGVMPO utilizes a combination of data sources: TxDOT Highway Cost Index, and historical trends of inflationary rates. To determine total project cost, the RGVMPO utilizes information provided by TxDOT and local governments as follows:

- ROW cost - obtained cost from ROW section and/or Advanced Funding Agreements.
- PE Cost - Preliminary Engineering costs are given a standard 4.9% of the construction estimate cost
- Indirect Cost - As per Design Division, Pharr District has a rate of 4.77% of the construction estimate cost
- CE Cost & Contingencies Cost - obtained percentages are listed within the following table: (next page)

5. ADDITIONAL PLANNING ASPECTS

- IN THIS CHAPTER:
 - AIR QUALITY
 - TRANSPORTATION RESILIENCE
 - AMERICANS WITH DISABILITIES
 - FREIGHT PLANNING





Air Quality Issues

The Clean Air Act of 1990 places several requirements on communities to maintain and improve urban air quality. In response to the Act, the U.S. Department of Transportation has identified those communities in the nation with poor air quality as non-attainment areas and those with good air quality are classified as attainment areas. U.S. EPA conformity requirements 10 CFR 51 require air quality in non-attainment and maintenance areas for significant projects funded with federal funds. The RGVMPO MAB is currently in attainment under all categories of the National Ambient Air Quality Standards, according to the EPA classification. Through analyzing results from five Texas Commission on Environmental Quality (TCEQ) monitoring sites within our MAB, our region is at 53-54 ppb (3-year avg.).

Transportation Resilience

Transportation Resilience is an ongoing planning effort that is currently under development by the RGVMPO to address reliability and resiliency measures on our regions' transportation system. Natural disasters and climate change have caused significant impacts in the Rio Grande Valley's Road systems, the RGVMPO plans on reducing vulnerability risks by using strategies to prepare for disaster recovery and improve safety on our roads. In coordination with the Texas Department of Transportation (TxDOT), Texas Transportation Institute (TTI), the Association of Texas Metropolitan Planning Organizations (TEMPO), and other resiliency working groups, some critical factors identified for the Rio Grande Valley are flooding, hurricanes, evacuation routes and shelters, public health, emergency response, border and freight security, and wind impacts. Alliance Transportation Group designed RGVMPO's Resiliency & Sustainability Analysis in 2023. The plan explains decisions regarding investments in the regional transportation network. The ultimate achievement involves balancing multiple goals and priorities to gain maximized performance. Our MPO's guiding principles include adaptive development, a sustainable future, connected communities, collaborative governance, making just decisions.

Americans With Disabilities ACT (ADA)

The Americans with Disabilities Act (ADA) was designated to establish equal rights for persons with disabilities. The ADA requires municipalities to develop programs that do not discriminate against persons with disabilities solely based on a physical or mental disability. The Act addresses several areas including employment, public services, nondiscrimination in the private sector, and telecommunications access. The RGVMPO shall include persons with disabilities in the development of its employment programs and public programs and facilities. The RGVMPO and the Texas Department of Transportation are dedicated to making sure that all projects comply with the Americans with Disabilities Act (ADA) of 1990. All construction contracts or projects emphasize ADA requirements for all projects in the TIP.




Freight Planning and Programming of Projects

The RGV Freight and Trade Transportation Plan addresses the unique binational and multimodal freight and trade challenges and opportunities in the Rio Grande Valley. The RGV region incorporates truck, rail, maritime, air, and international bridges as well as space operations (Space X, Boca Chica Beach).

Additionally, the plan was developed alongside TxDOT's concurrent Texas-Mexico Border Transportation Master Plan, which focusses on cross-border movement of people and goods at the statewide level.

URL: <https://ftp.dot.state.tx.us/pub/txdot/tpp/btmp/btmp-final-report.pdf>

RIO GRANDE VALLEY FREIGHT AND TRADE TRANSPORTATION PLAN GOALS

 <p>Safety and Security Improve the safety of the Rio Grande Valley region's multimodal freight system which includes highways, railroads, maritime ports, border ports-of-entry, airports, and pipelines.</p>	 <p>Sustainable Funding Identify sustainable funding sources for the Rio Grande Valley's freight and trade transportation system.</p>
 <p>Economic Competitiveness Enhance the economic competitiveness, productivity, and development in the Rio Grande Valley and beyond by ensuring the region's freight transportation network is robust enough to support cross-border trade and freight intensive industries.</p>	 <p>Stewardship Manage environmental and state agency resources responsibly and foster accountability and transparency in decision-making.</p>
 <p>Mobility and Reliability Enhance mobility and improve system efficiency and performance on the Rio Grande Valley transportation system by expanding capacity and addressing freight bottlenecks.</p>	 <p>Customer Service Encourage local ownership of and coordination in the development of the Regional Freight Plan by engaging public and private sector stakeholders in transparent dialogue and establishing consistent strategies and recommendations.</p>
 <p>Connectivity Improve local, regional, and cross-border highway connectivity and resiliency between freight modes within the Rio Grande Valley.</p>	 <p>Asset Preservation Maintain and preserve the Rio Grande Valley's transportation infrastructure that supports multimodal and cross-border movement of freight.</p>

Source: TxDOT, RGV Freight Plan

APPENDICES



Re-designation Agreement



Texas Department of Transportation

125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8580 | WWW.TXDOT.GOV

June 24, 2019

Mr. Al Alonzi
Division Administrator
Federal Highway Administration, Texas Division
300 East 8th Street
Suite 826
Austin, TX 78701

Attn: Mr. Michael Leary

RE: Re-designation of the Rio Grande Valley Metropolitan Planning Organizations (MPOs)

Dear Mr. Alonzi:

Enclosed for your review is an approval for the re-designation of the Rio Grande Valley Metropolitan Planning Organizations. This re-designation consolidates three existing MPOs into one MPO for the region. The State of Texas approved the re-designation on May 14, 2019.

We are requesting an effective date of October 1, 2019 for the redesignation of the Rio Grande Valley MPO. This will allow time to facilitate the transition to one MPO. We will work closely with your staff and the region to ensure an effective and efficient transition.

If you have questions or need additional information, please contact Peter Smith at (512) 486-5001.

Sincerely,

James M. Bass
Executive Director

Enclosure

cc: Marc D. Williams, P.E. Deputy Executive Director, TxDOT
Peter Smith, P.E., Transportation Planning & Programming, Division Director, TxDOT

B. Official Actions and Voting by the Policy Board.

(i). Quorum: Sixty-five percent (65%) of members of the Policy Board (excluding ex officio members) must be present to constitute a quorum. If sixty-five percent (65%) of members of the Policy Board is a partial number, said number shall be rounded up to the nearest whole number.

(ii). Official Action: A supermajority seventy-five percent (75%) of the quorum is sufficient to authorize Official Action of the Policy Board.

(iii). Amending the Bylaws: Bylaws may be amended by independent action of the Policy Board within the time limit set by the Policy Board for approval of the proposed amendment. Voting may be at a meeting or by written ballots delivered within the time limit set by the Policy Board to receive written ballots. The following is required to amend the bylaws: (a) a supermajority seventy-five percent (75%) of the full Policy Board (regardless of presence or quorum) must agree to adopt the amendment and (b) the supermajority voting to adopt the amendment must include all Policy Board members from Cameron county, Hidalgo county, McAllen, Harlingen, Brownsville, Edinburg, Mission, Pharr voting for the amendment. The bylaws may not be amended to change the composition of the Policy Board, sub-region boundaries or sub-region allocation. Any change to these items can be made only by amendment to the Re-designation Agreement requiring the agreement to all of the signatories thereto.

C. The Chair and Vice Chair will be from the entities that are the local government signatories to the Re-designation Agreement, being the Cities of McAllen, Harlingen, Brownsville, Edinburg, Mission, Pharr and Hidalgo and Cameron Counties. The Chair/Vice Chair will also be Policy Board members. The Chair and Vice Chair must come from different counties and rotate at the end of the two (2) year terms.

Signed and approved to be effective as of the date of the last signatory hereto.

Richard F. Cortez 4-24-19
Hidalgo County by: Date
Richard Cortez, County Judge

Eddie Trevino, Jr. 4-24-19
Cameron County by: Date
Eddie Trevino, Jr., County Judge

James E. Darling 4-24-19
City of McAllen by: Date
James E. Darling, Mayor

Tony Martinez 4-24-19
City of Brownsville by: Date
Tony Martinez, Mayor

Richard Molina 4-24-19
City of Edinburg: Date
Richard Molina, Mayor

Christopher Boswell 4-24-19
City of Harlingen by: Date
Christopher Boswell, Mayor

Dr. Ambrosio Hernandez 4-24-19
City of Pharr: Date
Dr. Ambrosio Hernandez, Mayor

Dr. Armando Ocana 4-24-19
City of Mission by: Date
Dr. Armando Ocana, Mayor

Greg Abbott 5
Governor of Texas: Date
Greg Abbott


Approval of Re-designation of the Rio Grande Valley Metropolitan Planning Organization

In accordance with 23 U.S.C. §134(d), as implemented by 23 C.F.R. §450.310, an existing metropolitan planning organization (MPO) may be re-designated only by agreement between the governor and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population (including the largest incorporated city).

On April 24, 2019, elected officials from units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population in each of the Harlingen-San Benito, Brownsville, and Hidalgo County MPOs (including the largest incorporated city, based on population, in each MPO) executed an agreement to re-designate these three MPOs into one consolidated MPO, the Rio Grande Valley MPO, and to establish the metropolitan planning area boundary for the Rio Grande Valley MPO to include all of the territory in the existing boundaries of the Harlingen-San Benito, Brownsville, and Hidalgo County MPOs.

Texas Department of Transportation staff has reviewed and accepted the documentation and rationale supporting the proposed re-designation.

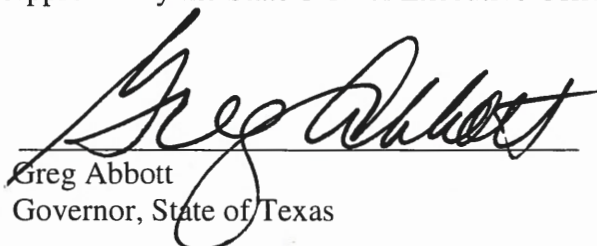
Recommended by:



James M. Bass
Executive Director
Texas Department of Transportation

Dated: May 6, 2019

Approved by the State's Chief Executive Officer:



Greg Abbott
Governor, State of Texas

Dated: MAY 14, 2019



RESOLUTION NO. 2021-6

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF RIO GRANDE CITY SUPPORTING THE ANNEXATION OF THE CITY OF RIO GRANDE CITY INTO THE RIO GRANDE VALLEY MPO.

WHEREAS, a Metropolitan Planning Organization (MPO) is federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, transportation investment means allocating scarce federal and other transportation funding resources appropriately; and

WHEREAS, adequate transportation planning requires a comprehensive examination of the region's future and investment alternatives; and

WHEREAS, the City of Rio Grande City lies outside the boundaries of the RGVMP.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Commissioners that the City of Rio Grande City requests that the RGVMP Policy Committee annex the City of Rio Grande City into the boundaries of the RGVMP.

PASSED, APPROVED AND ADOPTED by the Mayor and City Commission, this 10th day of February, 2021, at a regular meeting of the City Commission of the City of Rio Grande City, Texas, at which a quorum was present and which was held in accordance with Chapter 551, Texas Government Code.



JOEL VILLARREAL, MAYOR

Attest:



Melissa Garza, City Secretary

Approved as to Form:



Calixtro Villarreal, City Attorney



RESOLUTION NO. 2021-6

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF
LA GRULLA SUPPORTING THE ANNEXATION OF THE CITY
OF LA GRULLA INTO THE RIO GRANDE VALLEY MPO.**

WHEREAS, a Metropolitan Planning Organization (MPO) is federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, transportation investment means allocating scarce federal and other transportation funding resources appropriately; and

WHEREAS, adequate transportation planning requires a comprehensive examination of the region's future and investment alternatives; and

WHEREAS, the City of La Grulla lies outside the boundaries of the RGVMPPO.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Commissioners that the City of La Grulla requests that the RGVMPPO Policy Committee annex the City of La Grulla into the boundaries of the RGVMPPO.

PASSED, APPROVED AND ADOPTED by the Mayor and City Commission, this 10th day of February, 2021, at a regular meeting of the City Commission of the City of La Grulla, Texas, at which a quorum was present and which was held in accordance with Chapter 551, Texas Government Code.



PEDRO FLORES, MAYOR

Attest:



Marlen Garza, City Secretary

CITY COUNCIL

JAIME ESCOBAR, JR., *Mayor*
GABY RODRIGUEZ, *Councilwoman*
JOSE G. CANTU, JR., *Councilman*
GILBERTO RAMIREZ, JR., *Councilman*
JOEL HINOJOSA, JR., *Councilman*



RESOLUTION NO. 2021-03

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROMA SUPPORTING THE ANNEXATION OF STARR COUNTY AND THE ROMA AREA INTO THE RIO GRANDE VALLEY MPO.

WHEREAS, a Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, planning needs to reflect the region’s shared vision for its future; and

WHEREAS, adequate transportation planning requires a comprehensive examination of the region’s future and investment alternatives; and

WHEREAS, Starr County and the Roma Area lie outside the boundaries of the RGVMPPO.

NOW THEREFORE, IT IS HEREBY RESOLVED, that the City Council of the City of Roma requests that the RGVMPPO Policy Committee annex Starr County and the Roma Area into the boundaries of the RGVMPPO.

PASSED AND APPROVED THIS THE 10th DAY OF FEBRUARY 2021.


Jaime Escobar, Jr., Mayor

ATTEST:


Liliana Sandoval, City Secretary



RESOLUTION NO. 2021-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCOBARES SUPPORTING THE ANNEXATION OF THE LAGUNA MADRE AREA INTO THE RIO GRANDE VALLEY MPO.

WHEREAS, A Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, transportation investment means allocating scarce federal and other transportation funding resources appropriately; and

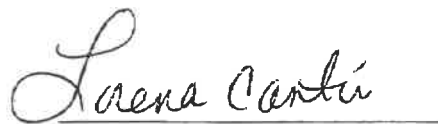
WHEREAS, planning needs to reflect the region’s shared vision for its future; and

WHEREAS, adequate transportation planning requires a comprehensive examination of the region’s future and investment alternatives: and

WHEREAS, the City Of Escobares area lies outside the boundaries of the RGVMPPO

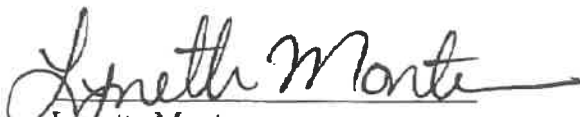
NOW THEREFORE, IT IS HEREBY RESOLVED, that The City of Escobares requests the RGVMPPO Policy Committee annex The City of Escobares area into the boundaries of the RGVMPPO.

PASSED AND APPROVED on this 8 day of February 2021.



Lorena Cantu
Mayor Pro Tem

ATTEST:



Lynette Montemayor
City Secretary



RESOLUTION

A RESOLUTION OF THE COUNTY OF STARR SUPPORTING THE ANNEXATION OF STARR COUNTY INTO THE RIO GRANDE VALLEY MPO.

WHEREAS, a Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities; and

WHEREAS, transportation investment means allocating scarce federal and other transportation funding resources appropriately, and

WHEREAS, planning needs to reflect the region's shared vision for its future, and

WHEREAS, adequate transportation planning requires a comprehensive examination of region's future and investment alternatives, and

WHEREAS, the Starr County area lies outside the boundaries of RGVMPO.

NOW THEREFORE, IT IS HEREBY RESOLVED, that the County of Starr requests that the RGVMPO Policy Committee annex the Starr County Area in the boundaries of the RGVMPO.

PASSED AND APPROVED THIS 22nd Day of February 2021.

Eloy Vera, Judge
County of Starr

ATTEST:

Humberto Gonzalez, Jr.
Starr County Clerk

Planning Agreement

Contract No.:	50-20X F000 ²⁶
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	

STATE OF TEXAS §

COUNTY OF TRAVIS §

AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "Department," the Rio Grande Valley Metropolitan Planning Organization (MPO) Policy Committee, called the "MPO", which has been designated by the Governor of the State of Texas as the MPO of the **Brownsville, Harlingen and McAllen**, urbanized areas, and the **Lower Rio Grande Valley Development Council**, which serves as the Fiscal Agent for the MPO.

WITNESSETH

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and


Contract No.:	50-20X F0001
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	

Article 40. Signatory Warranty

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the MPO, and the Fiscal Agent in triplicate.

THE MPO

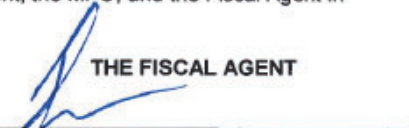
Signature 

Typed or Printed Name Ambrosio Hernandez

Title RGUMPO Chairman

Date 9/17/2019

THE FISCAL AGENT


Signature 

Typed or Printed Name R. Garcia

Title LRGAC

Date 9/17/2019

THE DEPARTMENT

Signature 

Typed or Printed Name PETER N. SMITH

Director, Transportation Planning and Programming Division, Texas Department of Transportation

Title _____

Date 9/27/2019

**MEMORANDUM OF UNDERSTANDING AMONG
THE RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
("MPO")
THE TEXAS DEPARTMENT OF TRANSPORTATION ("TxDOT")
BROWNSVILLE METRO, METRO MCALLEN, AND VALLEY METRO
PUBLIC TRANSPORTATION OPERATORS**

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 CFR 450.314, and

WHEREAS, the MPO, the State and the Public Transportation Operator(s) are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operator(s) serving the Metropolitan Planning Area (MPA), and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and


WHEREAS, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program ("TIP"), and development of the annual listing of obligated projects.

WHEREAS, the federal regulations require that the MPO, State DOT, and the public transit provider shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW THEREFORE, the parties agree as follows:

1. **Purpose**

It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Rio Grande Valley MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), Rio Grande Valley MPO (RGVMPO), Brownsville Metro, Metro McAllen, and Valley Metro in accordance with current Federal Legislation and as required by 23 CFR 450.314.



2. Responsibilities of all parties

All parties will:

- a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance-based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.
- b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation (MTP) and TIP.
- c. Ensure TxDOT, the Public Transportation Operator(s) and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.
- d. Ensure that the UPWP will detail and document these responsibilities, deliverables and associated costs.

3. Performance Based Planning & Programming

- a. Developing transportation performance data
 - 1) TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.
 - 2) If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.
 - b. Selection of transportation performance targets
 - 1) TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.
 - 2) If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.
-

c. Reporting of Performance Targets

- 1) TxDOT performance targets will be reported to FHWA and FTA, as applicable. The MPO will be notified when TxDOT has reported final statewide targets.
- 2) MPO performance targets will be reported to TxDOT.
- 3) For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:
 - a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;
 - b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.
 - 1) If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - 2) Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
 - 3) TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
 - 4) The MPO will include information outlined in 23 CFR 450.324 (g) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.
 - 5) Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673
 - c. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
 - 1) TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.
 - d. The collection of data for the State asset management plans for the NHS
 - 1) TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.


4. Responsibilities of the MPO

The MPO will:

- a. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the MTP.
- b. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the TIP.
- c. Conduct Technical and Policy Board meetings as required and necessary.
- d. In consultation with Public Transportation Operator(s) and TxDOT, update the MTP and TIP in accordance with State and Federal laws.
- e. Invite Transit Districts to participate in all public participation processes.
- f. Conduct comprehensive, cooperative and continuous transportation planning for the Rio Grande Valley MPA.
- g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

5. Responsibilities of the Public Transportation Operator(s)

The Public Transportation Operator will:

- a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.
 - b. Assist in validation of data used as input into the transportation plan.
 - c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
 - d. Work in consultation with the MPO and TxDOT in developing the financial plan for the TIP.
 - e. Provide the MPO with the annual list of transit obligated projects.
 - f. Serve on the MPO Technical Committee and Policy Board as applicable.
 - g. Notify the MPO of changes to projects that would affect the MTP or TIP.
 - h. Invite the MPO to participate in all public participation processes.
 - i. Establish transit asset management performance targets and share with the MPO and other interested parties.
-
- 

6. Responsibilities of TxDOT.

- a. Work in consultation with Public Transportation Operator(s) and the MPO in developing the financial plan for the TIP and MTP.
- b. Assist in the validation of data used input into the transportation plan.
- c. Provide the MPO with the annual list of obligated projects
- d. Serve on the MPO Technical Committee and Policy Board.
- e. Notify the MPO of changes to projects that would affect the MTP or TIP.
- f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.
- g. Work in consultation with the MPO and Public Transportation Operators in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

7. **Term.** This Memorandum shall become effective as to each Party when fully executed by all parties. It shall remain in full force and effect until such time it is terminated in writing by one or all the parties.

8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.

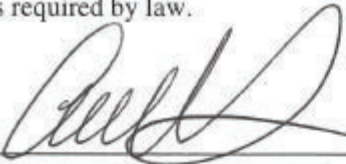
9. **Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.

10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

(Signature Page to Follow)



EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.



Chairperson of the RGVMPO Policy Board

Date: 9/25/19



Public Transportation Operator (Brownsville Metro)
Director/General Manager

Date: 9-25-19



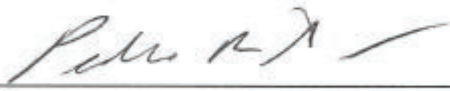
Public Transportation Operator (Metro McAllen)
Director/General Manager

Date: 9/27/19



Public Transportation Operator (Valley Metro)
Director/General Manager


Date: 9/25/19



Texas Department of Transportation
District Engineer


Date: 9-25-19

Approved as to Content:



Rio Grande Valley MPO
Director


Date: 9-25-19



Fast Act Compliance

FAST-Act RGVMPPO's COMPLIANCE CHECKLIST

As per the FAST-Act requirements for Metropolitan Planning Organizations Transportation Planning, please find for your reference the following compliance elements:

This compliance document makes several references to the RGVMPPO's UMAP application. U.M.A.P. (United Metropolitan Area Planning) is an interactive web mapping application available for use on both desktops and mobile devices. This web map allows for seamless online viewing of all RGVMPPO GIS mapping data. U.M.A.P. can be accessed on the RGVMPPO website by clicking on the U.M.A.P. link on the website header WWW.RGVMPPO.ORG. The web mapping application is in a similar format as a google map with added functionality. When on U.M.A.P. RGVMPPO map data can be turned on and off by using the Layers button on the top right hand side of the banner the button looks like . When clicked on a drop-down list appears listing all available mapping data, layers can be toggled on the map by selecting the checkbox of the desired data layer; multiple layers can be viewed simultaneously. Navigation through map is similar to that of a google map by clicking and dragging on the map to move about the mapping area. To zoom in and out of an area the + and – buttons on the left-hand side of the mapping area can be used or by using the scroll wheel on your mouse. Some items on the map provide more information by simply being clicked on opening a pop-up window with more detail about the map item.

- 1. Update the Public Participation Plan to include public ports and private providers of transportation including intercity bus operators, employer based commuting programs such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program or telework program.**

Compliance:

- ✓ The RGVMPPO updated its Public Participation Plan (PPP) on November 17, 2017 to make it FAST-Act compliant. This document can be found under: <https://rgvmpotx.prod.govaccess.org/home/showdocument?id=712&t=637985960158030000>
- ✓ The RGVMPPO PPP was revised and adopted 9/25/19 and administratively amended on 8/31/22
- ✓ The transit providers of the MPO MAB, Brownsville, McAllen and Valley Metro provide regional connectivity through various fixed-route services, flexible on-demand services, micro-transit operations, and connectivity to various higher education institutions. Jag Express is a shuttle service for South Texas College. Vaquero Express provides service for UTRGV students including both campuses (Edinburg & Brownsville), with additional on-campus electric transit named Volt.

2. Demonstrate consultation with agencies involved in tourism and natural disaster risk reduction

Compliance:

- ✓ The Bicycle and Pedestrian Advisory Committee, an advisory sub-committee to the Transportation Policy Committee holds monthly meetings (unless otherwise agreed) the first Wednesday of every month before the Technical Advisory Committee Meeting. This Committee holds members from different backgrounds such as City Planners, Engineers, advocates, Economic Development as well as the Super Intendent for Estero Llano Grande State Park and the Refuge Manager for Santa Ana National Wildlife Refuge. During these monthly meetings, miscellaneous topics are discussed such as future music festivals, 5k's and events taking place at Santa Ana National Wildlife Refuge as well as Estero Llano Grande State Park. We also use our social media profiles (Twitter and Facebook) to promote these events.
- ✓ A hurricane evacuation map can be found on the RGVMPPO's Resiliency & Sustainability Analysis, pg.30: <https://rgvmpotx.prod.govaccess.org/home/showdocument?id=1440&t=638399614519457199> and by accessing our UMAP.

3. MPOs, States, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS

- ✓ **Public Transit Providers Memorandum of Understanding is previously provided**
- 4. Incorporate two new planning factors, a) improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation and b) enhance travel and tourism.**
- ✓ **The RGVMPPO Resiliency Plan is under creation and will implemented through our regional planning process. A Resiliency & Sustainability Analysis was completed in 2023.**
 - ✓ **Regional and Local eco-tourism plans, initiatives, and brochures are evaluated and shared by MPO staff and ultimately utilized when updating comprehensive planning documents.**
-

✓ Please refer to the RGVMPPO's UMAP application at for review of the area's FEMA data showing low lying areas prone to flooding and the roadways that maybe affected by storm waters.

✓ To enhance travel and tourism available on UMAP are Parks, Bike Friendly Businesses, Hike & Bike Trails, National Wild Life Refuge and points of interest data including; museums, major shopping areas, event and entertainment venues.

5. Include consideration of intercity buses

Compliance:

✓ MTP Project Data available on UMAP includes: Roadway Name, Project Limits, Project Description, Year of Expenditure and funding category. B- Metro, Valley Metro and McAllen Metro Routes and Bus Stops which can be overlaid on roadway network to show links between major highway networks and arterials within the region and identification of routes that lie on roadways that maybe affected by storm waters.

6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

Compliance:

✓ Please refer to UMAP application <https://www.rgvmpo.org/maps> - UMAP data includes Hurricane evacuation routes, FEMA data showing low lying areas prone to flooding and the roadways that may be affected by storm waters.

7. MTP includes a description of the performance measures and performance used in assessing the performance of the transportation system.

Compliance:

✓ Transit providers B-Metro, Valley Metro and McAllen Metro have provided PTASP/TAM targets

✓ The RGVMPPO has adopted targets following those of the Texas Department of Transportation. These are for (PM1) (PM2) and (PM3), last approved in 2023 & 2024. A new 2050 MTP is under development.

8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the performance targets including progress achieved by the MPO toward the performance targets.

Compliance:



-
- ✓ The MPO submits a performance measures report on all projects submitted for a new TIP/STIP Creation. Upon each quarterly revision cycle, a new list is comprised (PTASP/TAM, PM1, PM2, & PM3) and uploaded for federal review.

9. STIP/TIP include a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by the MPO in the MTP.

Compliance:

- ✓ The 2050 MTP is currently under development. Alliance Transportation Group has been contracted to complete this task.
- ✓ TxDOT has provided the Decision Lens Tool to visualize what project selection might look like when performance measures are implemented. The MPO intends to use the Decision Lens tool to help TAC and TPB members see how projects rank when we apply different weights to criteria to projects. Decision Lens should help the committees make informed decisions on how to best utilize performance measures when they see exactly how it may play out during implementation.

10. STIP/TIP include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans.

Compliance:

- ✓ TxDOT and MPO staff rank projects by priority, emphasizing PM's 1, 2, & 3 while promoting project readiness. The TIP & MTP are fiscally constrained and MPO staff monitor federal transactions to promote utilization of funds allocated.
- ✓ An RGVMPPO Performance Management Framework was authored by Alliance Transportation Group in 2024.

Amended for Approval by RGVMPPO TPB: May 2024



Self-Certification

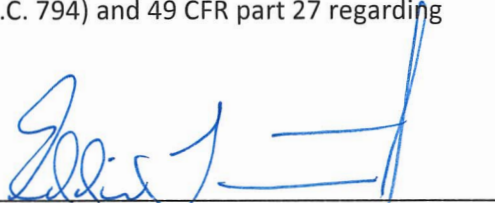
METROPOLITAN PLANNING ORGANIZATION AND TEXAS DEPARTMENT OF TRANSPORTATION SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336, the Texas Department of Transportation and the Rio Grande Valley Metropolitan Planning Organization for the Brownsville-Harlingen-McAllen Urban Area(s), hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and (49 CFR Parts 27, 37, and 38);
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Texas Department of
Transportation District Engineer



RGV Metropolitan Planning
Organization Policy Board
Chairperson

8-31-22

Date

Date

IV. Action & Discussion Items

C. Discussion and Action regarding the Transit Asset Management (TAM) & the Transportation Agency Safety Plan (PTASP) Targets

Action **Possible Action** **Information**

Presenter: **Rudy Zamora Jr., RGVMPPO Transportation Planner II**

Summary: Transit Asset Management & Transportation Agency Safety Plan targets are required for TIP fiscal years 2025-2028. Our regional transit providers submit these targets to MPO staff to report as part of the FY 2025-2028 Comprehensive TIP submittal. FTA requires these targets be submitted to approve federal funding for listed projects. Both Technical Advisory Committee & Transportation Policy Board members' approval is needed before publishing these targets.

Background: TAM & PTASP targets are reported by transit providers with the requirement from FTA that transit agencies and MPO's coordinate to the maximum extent practicable in selecting targets. MPO's are encouraged to provide resources and grant support where plausible in support of transit agencies achieving their targets. These measures will undergo public involvement during the month of May 2024 as part of our new FY 2025-2028 TIP development.



Item IV. C. - TAM & PTASP

- RGVMPO Transit providers have been asked to submit Transit Asset Management and Transportation Agency Safety Plan Targets for FY's 2025-2028. These measures must be included in the Comprehensive TIP document for Federal approval.

Example of PTASP & TAM Tables:

Rio Grande Valley 5307 Agencies: PTASP & TAM Performance Measures

Valley Metro

Public Transportation Agency Safety Plans (PTASP)

(DR: Demand Response)

Measure/Target	B - Metro		Metro McAllen		Valley Metro	
	<u>Fixed Route</u>	<u>DR</u>	<u>Fixed Route</u>	<u>DR</u>	<u>Flex Route</u>	<u>DR</u>
Total number of reportable fatalities						
*Rate of reportable fatalities per total vehicle revenue miles by mode						
Total number of reportable injuries						
*Rate of reportable injuries per total vehicle revenue miles by mode						
Total number of reportable events						
*Rate of reportable events per total vehicle revenue miles by mode						
Mean distance between major mechanical failures by mode						

*rate = total number x 100,000/total revenue vehicle miles traveled

Transit Asset Management (TAM)

Measure	Asset Class	FY 2025	FY 2026	FY 2027	FY 2028
<u>Revenue</u>					
% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus				
	Cutaway				
<u>Equipment</u>					
% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue/service automobile				
<u>Facilities</u>					
Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration				
	Maintenance				
	Parking Structures				
	Passenger Facilities				

IV. Action & Discussion Items

D. Discussion and Action regarding Grouping of Category 10 – Carbon Reduction Program funded projects.

Action Possible Action Information

Presenter: Rudy Zamora Jr., RGVMPPO Transportation Planner II

Summary: RGVMPPO's Carbon Reduction projects qualify for grouping and MPO staff is asking for approval to program these allowable projects more efficiently. Grouped project categories for both Safety and Bicycle & Pedestrian will be utilized for TIP years, but projects will still be listed on our MTP programming tables for reference. TAC, TPB, and TXDOT TP&P approval are needed prior to execution of grouping.

Background: FHWA allows STIP/TIP projects to be grouped. Within the allowances, groupable projects are those of a common type/scope and those not considered to be appropriate for individual identification in a given program year. Grouped projects are not individually listed on STIP/TIP tables but are regularly monitored by MPO & TXDOT staff. Amendments to grouped projects are carried out administratively without need for public involvement or federal approval.



Item IV. D. - Grouping of Category 10 - CRP Funded Projects

RGVMPO's Carbon Reduction projects (CRP) qualify for grouping and MPO staff is asking for approval to program these allowable projects more efficiently.

Grouped project categories:

- Safety
- Bicycle & Pedestrian

Grouped Projects

What are Grouped Projects?

FHWA allows STIP projects to be grouped. Within the allowances, groupable projects are those of a common type/scope and those not considered to be of appropriate scale for individual identification in a given program year. Examples include but are not limited to minor rehabilitation, preventative maintenance, and safety.

Grouping is allowable by type of work, not type of funding.

Benefits of using Grouped Projects?

- More efficient programming
- TIP/STIP Revision not needed

How are Grouped Projects shown in the TIP?

- MPOs must use the correct FHWA-Approved Project Grouping in their TIP (see [Grouped Project Allowances Table](#)).
- Individual projects eligible for statewide project groupings may continue to be included in the MPO TIP for informational purposes only and should be clearly annotated as such and may be included as an appendix.

How are Grouped Projects shown on the Financial Summary?

- Programming amounts for Grouped Projects are not included on TIP Financial Summary; they are captured in the STIP Financial Summary (statewide).
- MPO TIPs should indicate that funding for Grouped Projects is constrained to reasonably expected sources of Federal, State, and local funding consistent with the MPO's financial plan.

Project grouping is encouraged (e.g., Grouped CSJ for PE or Grouped CSJ for ROW), where allowable.

Note: All phases of *added capacity* projects in non-attainment areas must be listed *individually* in the STIP.



FHWA-Approved Grouped Project Allowance

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.



PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Projects consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the Grouped Project category definitions may be grouped. RTP or TA funded projects that are not consistent with the Grouped Project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.



Grouped List Summary for FY 2025-2028 TIP

Revisions/Updates:

Added projects and Revisions for projects in FY 2025

- (C) 0921-06-370 Stenger St Shared Use Path (SUP) (category 10 project added)
- (C) 0921-06-371 Light Signal Improvements within Cameron County (category 10 project added)
- (C) 0921-02-522 Light Signal Improvements within Hidalgo County (category 10 project added)

Added projects and Revisions for projects in FY 2026

- (C) 0921-06-334 Los Fresnos Hike & Bike Trail (category 10 project added)
 - Limits updated from 'Circles the City of Los Fresnos' to '220ft N. of Alvarez St along canal to 56ft S. of Huisache St'
- (C, CE) 0921-06-289 Southmost Nature Trail Ph IV (category 10 project added)
- (C) 0921-06-360 Southmost Nature Trail Ph III (category 10 project added)

CSJ's were included for all category 9 awarded projects from FY 23-24 Program Call:

- (E) 0921-02-531 Mission – Mission TA Assessment
- (E) 0921-06-374 Harlingen – Dixieland Reservoir/Park
 - MPO PROJ #: DIXIE-2
- (E) 0921-06-375 Brownsville – WRT to BRN Sports Park
 - Limits updated from 'WRT to BRN Sports Park' to 'Sports Park Blvd. to WRT on RR St.'
- (E) 2717-01-032 Brownsville – FM 3248
 - Limits updated from 'Monte Bella Park' to 'Monte Bella Park Trail (193 ft South of Paris St.)'
 - CSJ changed from 0921-06-376 to 2717-01-032
 - HWY name changed from "Morrison Rd to Monte Bella Park" to "FM 3248"
- (C) 0921-06-377 Harlingen – Arroyo Colorado Trail Improvements
- (C) 0921-06-378 CCRMA – Old Alice Rd Sidewalks

Added projects and Revisions for Projects on FY 2027

- (C, CE) 0921-06-361 Southmost Nature Trail Ph V (category 10 project added)
- (C) 0921-06-372 Bus Curb Cuts within City of Brownsville (category 10 project added)

CSJ's were included for all category 9 awarded projects from FY 23-24 Program Call:

- (C) 0921-02-532 Pharr – I Road H&B Ph-I
- (C) 0921-02-533 Edinburg – Cano Trail Safety Improvements
- (C) 2094-01-074 McAllen – FM2220 Underground Trail Passing
- (C, E) 0921-06-379 Port Isabel – DT Bike & Ped Safety
 - Phase revised from (C) to (C, E)

Added projects and Revisions for Projects on FY 2028

- (C) 0921-02-TBD Weslaco Hike & Bike Trail PH I (category 10 project added)

IV. Action & Discussion Items

E. Discussion and Action to Program FY28 Carbon Reduction Program (CRP) Funds to the Hidalgo County & City of Weslaco Hike & Bike Trail Phase I.

Action Possible Action Information

Presenter: **Eva Garcia, RGVMPPO Planner III**

Summary: RGVMPPO Staff, in coordination with TxDOT Pharr District, is recommending the programming \$1,179,724 of Fiscal Year (FY) 2028 Carbon Reduction Program (CRP; also known as Category 10) Funds to Hidalgo County & City of Weslaco's Hike & Bike Trail Phase I project. If approved, this project will be listed under the Grouped Project List in the RGVMPPO's FY2025-2028. This project should be prepared to be Ready-to-Let prior to FY2028. This discussion will be prefaced with an update on all programmed RGVMPPO CRP projects.

Background: In March, RGVMPPO Staff presented a shortlist of projects as potential candidates for FY28 CRP Funds, and the Hike & Bike Trail Phase I project was submitted to Federal Highway Administration for concurrence on eligibility. Since March, FHWA has notified TxDOT (who subsequently notified the RGVMPPO) that the project is eligible and may be programmed with the RGVMPPO's governing body's approval.

Carbon Reduction Program (CRP) Q2 2024 Update

Prepared for the RGV MPO Technical Advisory Committee May 9, 2024, Meeting.

USDOT/FHWA Memorandum on CRP Implementation Guidance

- The Bipartisan Infrastructure Law (BIL) authorized a new Carbon Reduction Program codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions.
- States are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an agency priority goal(s).
- Examples of eligible activities includes public transportation projects, transportation alternatives projects, congestion management technologies, and efforts to reduce the environmental and community impacts of freight movement; among others.

TxDOT's 2024 Unified Transportation Program (UTP)

- CRP = Category 10 = eligible for Grouping = will not be individually listed in TIP = allows for flexibility for revisions
- DESCRIPTION: Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.
- ALLOCATION: A portion of these funds are designated for statewide use and the remaining portion is distributed by TxDOT to MPOs by population.
- PROJECT SELECTION GUIDELINES: MPOs administer project selection for funds distributed to urbanized areas with populations over 200,000 (TMAs).

Apportionment = BIL & CFR
(Feds commit funds to States)

Allocation = TAC & UTP
(States commit funds to MPOs)

FEDERAL FUNDING PROCESS RECAP
with related documents and potential
outcomes at different phases.



Per the BIL, FHWA
apportions funds
to the State.

Apportionment = BIL & CFR
(Feds commit funds to States)

Allocation = TAC & UTP
(States commit funds to MPOs)

Apportioned funds are
suballocated to the
MPO for programming.

Programming = MTP & TIP
(MPOs commit funds to LGs)

Funding for the MPO-selected/
programmed/LG-awarded
projects is available to be
obligated for four fiscal years
(the year funds were
apportioned plus three
additional fiscal years).

Obligation = FPAA & SLOA
(Feds & State commit funds to LGs)

Unobligated
amounts will lapse
after the fourth
fiscal year, starting
with the oldest
program funds first.
The region will lose
that portion of
funds.

Risks.

Extra details.

The region **gains** the
funds when MPO
obligated projects
successfully get
federal
reimbursement.

Reimbursement = RFR? APL?
(LG secures federal funds)

Not following
federal or state
requirements will
jeopardize the
reimbursement.
Therefore, losing
the regions
portion of funds.



TABLE 29

CATEGORY 10: CARBON REDUCTION

Allocation amounts reflect 80% federal + 20% match.

DISTRICT/MPO/DIVISION	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene MPO	\$ 1,345,541	\$ 466,574	\$ 475,906	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 5,491,250
AMA - Amarillo MPO	\$ 2,396,306	\$ 830,932	\$ 847,552	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 9,779,492
ATL - Texarkana MPO	\$ 634,744	\$ 220,101	\$ 224,503	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 2,590,437
AUS - CAMPO MPO	\$ 17,245,527	\$ 5,979,980	\$ 6,099,587	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 70,380,213
BMT - SETRPC MPO	\$ 3,668,731	\$ 1,272,152	\$ 1,297,597	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 14,972,351
BRY - Bryan-College Station MPO	\$ 2,087,936	\$ 724,003	\$ 738,484	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 8,521,016
CRP - Corpus Christi MPO	\$ 3,900,223	\$ 1,352,423	\$ 1,379,474	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 15,917,085
DAL/FTW/PAR - NCTCOG MPO	\$ 68,947,099	\$ 23,907,780	\$ 24,385,966	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 281,377,987
ELP - El Paso MPO	\$ 9,411,814	\$ 3,263,598	\$ 3,328,874	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 38,410,280
HOU/BMT - HGAC MPO	\$ 65,381,443	\$ 22,671,369	\$ 23,124,826	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 266,826,291
LBB - Lubbock MPO	\$ 2,892,316	\$ 1,002,926	\$ 1,022,986	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 11,803,744
LRD - Laredo Webb County Area MPO	\$ 2,872,502	\$ 996,056	\$ 1,015,978	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 11,722,883
ODA - Permian Basin MPO	\$ 2,975,862	\$ 1,031,896	\$ 1,052,535	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 12,144,701
PAR - Grayson County MPO	\$ 754,288	\$ 261,553	\$ 266,785	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 3,078,301
PHR - Rio Grande Valley MPO	\$ 13,185,672	\$ 4,572,203	\$ 4,663,653	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 53,811,658
SAT - AAMPO	\$ 21,424,782	\$ 7,429,159	\$ 7,577,752	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 87,436,051
SJT - San Angelo MPO	\$ 1,133,061	\$ 392,895	\$ 400,753	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 4,624,102
TYL - Longview MPO	\$ 1,204,958	\$ 417,826	\$ 426,183	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 4,917,519
TYL - Tyler MPO	\$ 1,587,133	\$ 550,347	\$ 561,355	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 6,477,203
WAC - Killeen-Temple MPO	\$ 3,753,395	\$ 1,301,510	\$ 1,327,542	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 15,317,869
WAC - Waco MPO	\$ 2,100,523	\$ 728,368	\$ 742,936	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 8,572,383
WFS - Wichita Falls MPO	\$ 1,211,698	\$ 420,163	\$ 428,567	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 4,945,024
YKM - Victoria MPO	\$ 776,014	\$ 269,087	\$ 274,469	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 3,166,969
Carbon Reduction Program - Non-TMAs/ MPOs	\$ 75,521,306	\$ 26,187,422	\$ 26,711,204	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 308,207,791
TOTAL	\$ 306,412,874	\$ 106,250,323	\$ 108,375,464	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$1,250,492,601

Notes:

- Carbon Reduction funding is allocated to urbanized area populations over 200,000 (known as Transportation Management Areas), area populations 50,000 to 200,000 (known as Metropolitan Planning Organizations), and small area populations under 50,000. Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion through the use of alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.
- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.

FY2022-FY2024 CRP Projects

Obligation Phase

FY Funding Allocation	CSJ #	Project Name	Project Sponsor	Federal Amount	<u>2024 Q1 Status</u>	Scheduled to Let:
FY2022 – FY2024	0921-02-423	Pharr International Bridge Commercial Vehicle Parking	Pharr*	\$9,151,875	<i>Pending FPAA!</i>	<i>FY2024</i>
FY2024	0921-06-370	Stenger Street	CCRMA**	\$1,400,125	<i>Pending AFA</i>	<i>FY2025</i>
Total FY2022-2024 RGVMPD CRP Funds Programmed:				\$10,552,000		

The Table reflects the list of RGVMPD CRP projects programmed with the FY2022-2024 allocated funds.

***Pharr's project must be Ready-to-Let prior to September 2024** in order to obligate the federal funds by September 2024 and prevent the FY2022 allocation amount from lapsing. By letting in FY2024 this project would also ensure the obligation of FY2023 and FY2024 federal funds and additionally help the RGVMPD reflect a high allocation utilization of Category 10 funds!!

****CCRMA's project** must obligate FY2024 federal funds prior to September 2028 to prevent funds from lapsing. However, CCRMA is strongly encouraged to get the project **Ready-to-Let prior to September 2025** to maximize allocation utilization.

FY2025-2026 CRP Projects

Programmed *[in TIP]* Phase

FY Funding Allocation	CSJ #	Project Name	Project Sponsor	Federal Amount	<u>2024 Q1 Status</u>	Scheduled to Let:
FY2025	0921-06-289	Southmost Nature Trail Ph. IV	Brownsville	\$800,000	AFA Executed.	FY2026
FY2025	0921-06-371	Signalization Improvements	Brownsville+	\$756,000	ILA Executed. <i>Partially executed AFA.</i>	FY2026
FY2025	0921-02-522	Signalization Improvements	Edinburg+	\$756,000	<i>Pending ILA.</i> Pending PIF.	FY2026
FY25-26	0921-06-360	Southmost Nature Trail Ph. III	Brownsville	\$2,000,000	SPA Submitted.	FY2026
FY2026	0921-06-334	Los Fresnos Hike & Bike Trail	Los Fresnos (CCRMA)	\$2,400,000	Pending AFA.	FY2026
Total FY2025-2025 RGVMPPO CRP Funds Programmed:				\$6,712,000		

The Table reflects the list of RGVMPPO CRP projects programmed with the FY2025-2026 allocated funds.

These projects must obligate FY2025-2026 federal funds prior to September 2029 to prevent funds from lapsing.

However, Project Sponsors are strongly encouraged to get projects **Ready-to-Let prior to September 2026** to maximize allocation utilization and decrease carryover amounts.

FY2027-2028 CRP Projects

Programmed *[in MTP]* Phase

FY Funding Allocation	CSJ #	Project Name	Project Sponsor	Federal Amount	<u>2024 Q1 Status</u>	Scheduled to Let:
FY2027	0921-06-361	Southmost Nature Trail Phase V	Brownsville	\$3,200,000	<i>Will be added to the TIP Nov. 2024.</i>	FY2027
FY2027	0921-06-372	Bus Curb Cuts	Brownsville	\$736,000		FY2027
Total FY2027-2028 RGVMPPO CRP Funds Programmed:				\$3,936,000		

The Table reflects the list of RGVMPPO CRP projects programmed with the FY2027-2028 allocated funds.

These projects must obligate FY2027-2028 federal funds prior to September 2031 to prevent funds from lapsing.

However, Project Sponsors are strongly encouraged to get projects **Ready-to-Let prior to September 2027** to maximize allocation utilization and decrease carryover amounts.

MARCH 2024

Shortlist Project Recommendations for Discussion

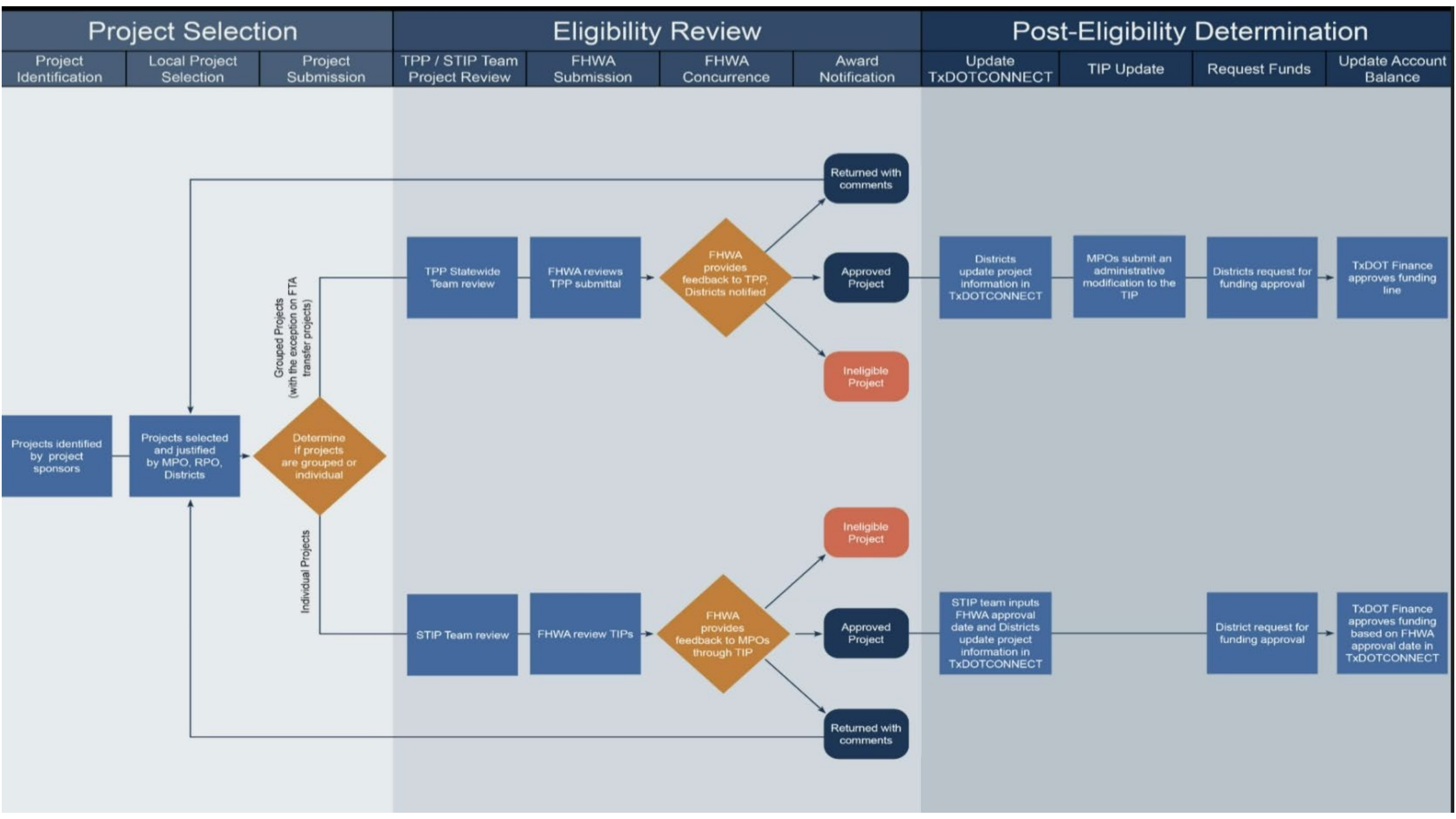
Considerations:

- 1) The purpose of the shortlist is to solicit concurrence on eligibility of project(s).
- 2) Only ~\$1,179,724 in CRP funds are available to shortlist.
- 3) Project selected should be prepared to be Ready-to-Let prior to FY2028.

- RGVMPO Staff will come back for formal action/potential programming ~May 2024. -

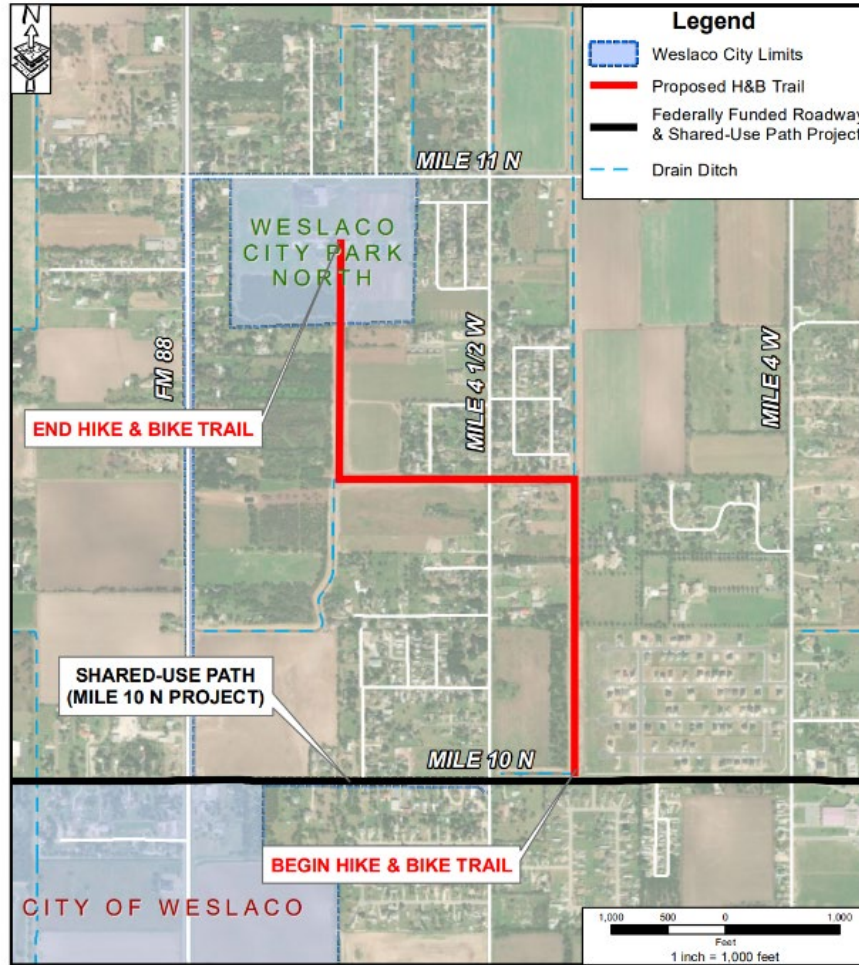
Draft 2025 UTP Annual Targets and Programmed Amounts for PHR - Pharr & PHR - Rio Grande Valley MPO												
Category		Carryover + 2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Grand Total
10CR	Total Targets	\$3,984,446	\$4,064,135	\$4,096,305	\$4,094,994	\$4,094,994	\$4,094,994	\$4,094,994	\$4,094,994	\$4,094,994	\$4,094,994	\$40,809,844
	Total Programmed	\$3,640,156	\$6,500,000	\$920,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,060,156
	Total Remaining	\$344,290	(\$2,435,865)	\$3,176,305	\$94,994	\$4,094,994	\$4,094,994	\$4,094,994	\$4,094,994	\$4,094,994	\$4,094,994	\$25,749,688


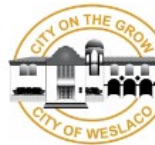
$\$344,290 - \$2,435,865 + \$3,176,305 + \$94,994 = \sim\$1,179,724$ available to shortlist

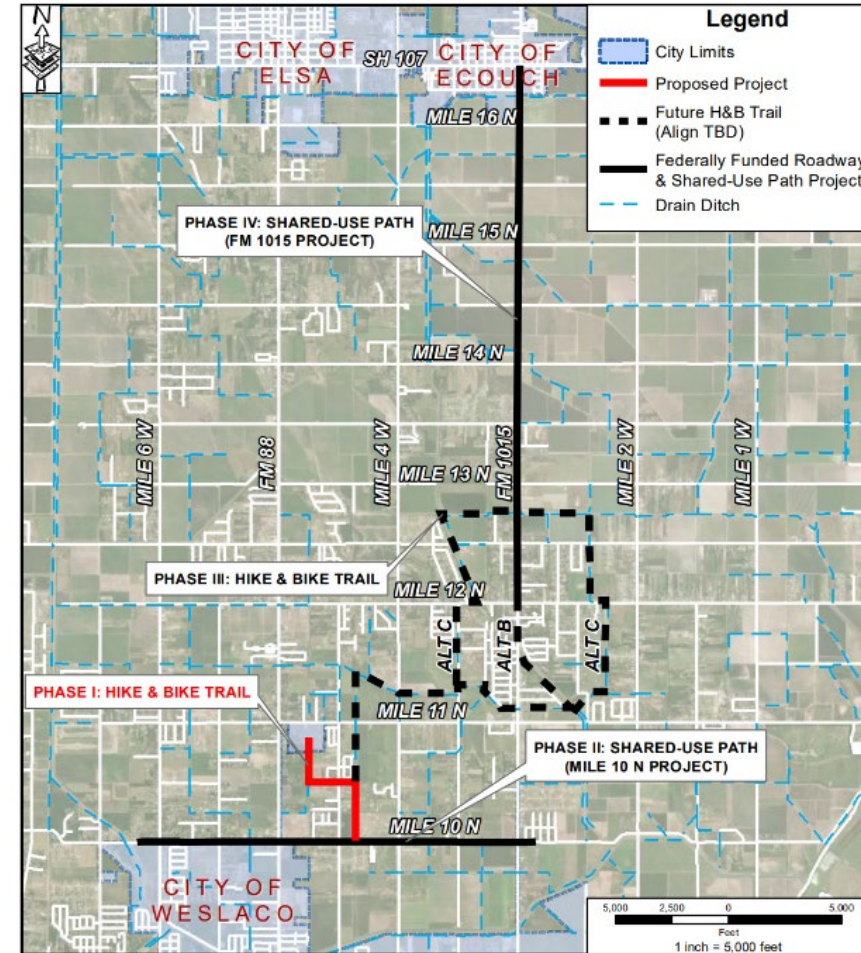




\$1,179,724 of FY28 CRP (CAT 10)

to Hidalgo Co. & City of Weslaco's Hike & Bike Trail Ph. I



 **HIDALGO COUNTY PRECINCT 1 & CITY OF WESLACO HIKE & BIKE TRAIL - PHASE I LOCATION MAP**
APPROX. 1.25 MILES 



 **HIDALGO COUNTY PRECINCT 1 & CITY OF WESLACO HIKE & BIKE TRAIL CONNECTIVITY MAP** 

Fall 2024 Next Steps: Develop a CRP Competitive Process

The RGVMPO should be prepared to provide an inclusive and fair opportunity to receive funding requests and have a 'shortlist' ready to program projects with future CRP funding allocations.

The competitive process would include:

- 1) CRP **Program Guide** to clearly outline project eligibility, requirements, and evaluation details.
- 2) CRP **Scoring Criteria** to align with state performance measures/targets, include RGVMPO Resiliency & Sustainability Plan recommendations and other carbon reduction strategies.
- 3) CRP **Application** to structure and standardize project proposal details and materials.

The development of a CRP competitive process and all its components could occur through a series of CRP Workshops for RGVMPO Staff to solicit input and secure consensus from the region's transportation planning professionals and stakeholders (~6 months).

The inaugural Call for Projects would assist with the project selection process for FY2029-2030 CRP funding allocations.

IV. Action & Discussion Items

F. TASA Update

Action

Possible Action

Information

Presenter: Eva Garcia, RGVMPPO Planner III

Summary: RGVMPPO Staff will report the status of FY2019-2020 projects (working to reimburse funds), FY2021-2022 projects (working to obligate funds) and FY2023-2024 projects (recently programmed) to ensure transparency with the RGVMPPOs policymakers and transportation officials. Members may take action by acknowledging the update as presented or members may choose to recommend awards/funding changes on one, or more, of the Transportation Alternatives (TASA) projects.

Background: RGVMPPO Staff continues to communicate with RGVMPPO Technical Advisory Committee (TAC) & Transportation Policy Board (TPB) Members regarding TASA project to ensure the timely obligation and reimbursement of programmed funds. Staff continues to work with the Texas Department of Transportation Pharr District (TxDOT) and Local Government (LG) projects sponsors to provide these updates to RGVMPPO Members. Thank you to all those involved for their continued communication and coordination.

FEDERAL FUNDING PROCESS RECAP
with related documents and potential outcomes at different phases.



Per the BIL, FHWA apportions funds to the State.

Apportionment = BIL & CFR
(Feds commit funds to States)

Allocation = TAC & UTP
(States commit funds to MPOs)

Apportioned funds are **suballocated** to the MPO for programming.

Programming = MTP & TIP
(MPOs commit funds to LGs)

Funding for the MPO-selected/programmed/LG-awarded projects is available to be obligated for four fiscal years (the year funds were apportioned plus three additional fiscal years).

Obligation = FPAA & SLOA
(Feds & State commit funds to LGs)

Unobligated amounts will lapse after the fourth fiscal year, starting with the oldest program funds first. The region will lose that portion of funds.

Risks.

Extra details.

The region **gains** the funds when MPO obligated projects successfully get federal reimbursement.

Reimbursement = RFR? APL?
(LG secures federal funds)

Not following federal or state requirements will **jeopardize** the reimbursement. Therefore, losing the regions portion of funds.

RGVMPO TASA Funding Groups

FY2019-2020

- The are the oldest group of funds being tracked and reflect ‘inherited’ projects.
- The projects presented successfully obligated their awarded funds.
- This group is in the ‘Reimbursement’ phase of the federal funding process.

FY2021-2022

- These funds were the first to be awarded/programmed by the merged RGVMPO.
- These projects have scheduled letting dates and are working to obligate the federal funds.
- This group is in the ‘Obligation’ phase of the federal funding process.

FY2023-2024

- These funds were officially awarded through resolution by the Policy Board in Oct. 2023
- These projects were added to the MPO’s TIP and MTP during the Nov. 2023 Revision Cycle.
- This group is in the ‘Programmed’ phase of the federal funding process and are working with TxDOT to execute Advance Funding Agreements (AFA).

FY2019-2020 TASA Projects

Reimbursement Phase

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD	<u>Q2 2024 STATUS</u>
0921-02-430	Hidalgo County Mobility Plan	LRGVDC	\$ 264,000	Submitted RFR.
0921-02-431	Jackson Rd. Hike & Bike Trail	McAllen	\$ 808,232	<i>Received concurrence to award contract in Nov.</i>
0921-02-432*	PSJA Tri-City Ped. Safety, Phase II	Pharr	\$ 1,296,136	REBIDDING
0921-06-322	Brownsville to Los Fresnos Connect	Brownsville	\$ 512,000	<i>Received concurrence to award contract in Dec.</i>
0921-06-325*	North High School Park Connection	Los Fresnos	\$ 308,810	<i>Received concurrence to award contract in Dec.</i>
0921-06-326	Olmito Sidewalks	Cameron Co.	\$ 318,965	REBIDDING
0921-06-327	Las Palmas Sidewalks	Cameron Co.	\$ 240,934	REBIDDING
0921-02-480	Hike & Bike Trail + Bike Racks	UTRGV	\$ 285,300	<i>Received concurrence to award contract in Feb.</i>
Total FY2019-2020 OBLIGATED RGVMPO TA Funds:			\$4,034,377	

This Table reflects the FY2019-2020 RGVMPO Transportation Alternatives Set-Aside (TASA; also known as Category 9) Projects that have successfully obligated funds and are progressing in receiving **reimbursement** of the federal funds.

Once contracts are awarded (for professional services or construction work), **Local Governments should be submitting MONTHLY REQUESTS FOR REIMBURSEMENT** to TxDOT for the work activities completed, invoiced and paid.

FY2021-2022 TASA Projects

Obligation Phase

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD	<u>Q2 2024 STATUS</u>
0921-02-495	Elsa Getting Connected	Elsa	\$ 81,920	<i>Pending PIF for AFA Amendment</i>
0921-02-496	Bridge Street BikePed Plan	Hidalgo	\$ 0	TERMINATED
0921-02-497*	Freddy Gonzalez Trail	Edinburg	\$ 699,996	<i>Working on 30% design & env.</i>
0921-06-349	Arroyo Colorado Phase III Study	Harlingen	\$ 176,568	<i>Pending PIF for AFA Amendment</i>
0921-06-350	West Rail Trail - Amenities	Brownsville	\$ 900,000	<i>Working on 60% design & env.</i>
0921-06-351*	Bejarano-McFarland-Gonzalez Trail Ext.	Port Isabel	\$ 435,300	<i>Kick-off meeting held 1/25/24.</i>
Total FY2021-2022 Programmed RGVMPO TA Funds:			\$2,293,784	

The Table reflects the list of RGVMPO TASA projects programmed with the FY2021-2022 federally apportioned funds (Resolution 2021-15; September 2021). Award notice letters, outlining program and project details, were sent to Project Sponsors in October 2021.

Prior to submitting a request for an FPAA/SLOA, the 100% Plans + Bid Documents + Final Project Certifications must be completed to signal the project's Ready-to-Let (RTL) status.

FY2021-2022 TASA Projects

Obligation Phase

FY2021-2022 TASA Program Schedule of Activities	
<i>Jan.-Mar. 2024</i>	<i>Deadline for final consideration(s) of funding/project changes - Resolutions to Policy for Action.</i>
March 2024	Deadline to fully execute AFA Amendment(s) for final approved funding/project changes.
Ⓐ+ June 2024	100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)
July 2024	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
August 2024	Funds obligated by receipt of FPAA + SLOA
Ⓒ- June 2025	100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)
July 2025	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
Ⓕ+ August 2025	FINAL OPPORTUNITY to have funds obligated by receipt of FPAA + SLOA
September 2025	FY2021-2022 FUNDS EXPIRE!!!

The **obligation** of funds occurs through the receipt of a State Letter of Authority (SLOA; TxDOT's approval of project/funds) and Federal Participation Agreement Authorization (FPAA; FHWA's approval of project/funds).

FY2023-2024 TASA Projects

Programmed Phase

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD	<u>Q2 2024 STATUS</u>
0921-06-374	Dixieland Reservoir/Park Corridor PE	Harlingen	\$276,000	
0921-02-531	Mission Comprehensive TA Assessment	Mission	\$200,000	
0921-06-375	West Rail Trail to Brownsville Sports Park PE	Brownsville	\$325,820	<i>PIF has been requested</i>
0921-06-376	Morrison Road to Monte Bella Park PE	Brownsville	\$153,457	<i>PIF has been requested</i>
0921-02-532	I Road/Hike & Bike Phase I	Pharr	\$952,224	
0921-02-533	Cano St. & Veterans Blvd. Trail Improvements	Edinburg	\$886,025	<i>PIF has been requested</i>
0921-06-377	Arroyo Colorado Hike & Bike Trail Safety Improvements	Harlingen	\$890,836	
2094-01-074	FM2220 Underground Crossing at Houston & Ware	McAllen	\$2,237,711	<i>PIF has been requested</i>
0921-06-379	Downtown Port Isabel Bicycle & Pedestrian Safety	Port Isabel	\$1,124,628	<i>PIF has been requested</i>
0921-06-378	Old Alice Road Sidewalks	CCRMA	\$1,953,299	
Total FY2023-2024 Programmed RGVMPPO TA Funds:			\$9,000,000	

The Table reflects the list of RGVMPPO TASA projects **programmed** with the FY2023-2024 federally **apportioned** funds (Resolution 2023-19; October 2023). Award notice letters, outlining program and project details, were sent to Project Sponsors in January 2024.

FY2023-2024 TASA Projects

FY2023-2024 TASA Program Schedule of Activities	
October 2024	All projects should have fully executed Advanced Funding Agreements (AFA) with TxDOT.
January 2025	Deadline for final consideration(s) of <i>funding/project changes</i> - Resolutions to Policy for Action.
May 2026	Deadline to fully execute <i>AFA Amendment(s)</i> for final approved funding/project changes.
June 2026	100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)
(A+) July 2026	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
August 2026	Funds obligated by receipt of FPAA + SLOA
June 2027	100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)
(e-) July 2027	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
August 2027	FINAL OPPORTUNITY to have funds obligated by receipt of FPAA + SLOA
(F+) September 2027	FY2023-2024 FUNDS EXPIRE!!!

Prior to submitting a request for an FPAA/SLOA, the 100% Plans + Bid Documents + Final Project Certifications must be completed to signal the project's Ready-to-Let (RTL) status.

The **obligation** of funds occurs through the receipt of a State Letter of Authority (SLOA; TxDOT's approval of project/funds) and Federal Participation Agreement Authorization (FPAA; FHWA's approval of project/funds).

Questions?

Possible Action?

V. Presentations & Reports

A. RGVMPPO Executive Director's Report and Updates

Action

Possible Action

Information

Presenter:

Fernando Cantu, RGVMPPO Planner III

Summary:

1. Budget Update

IV. Action & Discussion Items

B. TxDOT Project Status Report

Action

Possible Action

Information

Presenter:

TxDot Phar Area Office Staff

May 9, 2024

TxDOT Monthly Letting Update (Projects within Rio Grande Valley MPO Area)

PROJECTS TO BE LET IN March 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Pharr Int’l Bridge – DAP 16’ Projects <i>0921-02-433, etc.</i>	HID	@ Pharr Int’l Bridge	Pharr Bridge Agricultural Lab	\$42,070,610 / \$50,159,714.89	CAT 3 & 11 (Rider 11B)
FM 676 (5 Mile) <i>1064-01-043, etc.</i>	HID	Taylor Rd to FM 2220	Widen to 4 Lane with Left Turn Lane	\$11,811,612 / \$10,832,564.50	CAT 2, 7 & 11
LL - “I” Rd <i>0921-02-499, etc.</i>	HID	FM 3072 (Dicker Rd) to US 281 (Military Highway)	Widen to a 2-Lane Divided Roadway with Continuous Center Turning Lane and Shoulders & bridge replacement	\$21,391,477 / \$20,969,361.63	CAT 3, 6 & 7

PROJECTS LET IN April 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Pharr Int’l Bridge – Twin Span Bridge <i>0921-02-479</i>	HID	@ Pharr International Bridge	Construct Twin Span Bridge	\$54,172,540 / \$47,601,706.75	CAT 3 & 7

PROJECTS TO BE LET IN May 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Pharr/Reynosa Int’l Bridge Commercial Vehicle Parking <i>0921-02-423</i>	HID	900 ft N of Military Rd to Juniper St to 1860 ft N of Military Rd and Juniper St Intersection	Construct Commercial Vehicle Parking Site	\$12,910,854 / \$0.00	CAT 3 & 10 (CRP)
Rio Hondo City Limits <i>0921-06-348</i>	CAM	Rio Hondo (Various Locations)	Construct Sidewalks	\$2,423,195 / \$0.00	CAT 3 & 9
LL – Nolana Loop <i>0921-02-361</i>	HID	FM 1426 to FM 907	Widen to 4 Lane	\$16,727,101 / \$0.00	CAT 3 & 7
LL-Liberty Blvd <i>0921-02-194</i>	HID	Mile 3 to US 83	Construct Liberty Blvd in Peñitas, 4 Lane with Left Turn Lane	\$12,891,102 / \$0.00	CAT 7, CRRSAA & 12
Various <i>0921-06-326</i>	CAM	Interior Rds. At Olmito Townsite to FM 1732	Construct 5’ Wide Concrete Sidewalks	\$389,189 / \$0.00	CAT 3 & 9
Various <i>0921-06-327</i>	CAM	Interior Rds @ Las Palmas Mobile Estates to FM 802	Construct 5’ Wide Concrete Sidewalks	\$279,770 / \$0.00	CAT 3 & 9
CS <i>0921-02-432</i>	HID	City of Pharr & City of Alamo	PSJA TriCity Pedestrian Infrastructure	\$1,296,136 / \$	CAT 3 & 9

Disclaimer: Work in Progress and Subject to Change (FY 2024 might have projects moving around as we continue moving forward)

May 9, 2024

PROJECTS TO BE LET IN June 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
US 83 0038-06-047	STR	0.31 Mi S of Margarito Rd to 0.09 Mi N of Loma Blanca Rd	Widen from 2 Land Undivided to 4 Lane	\$39,136,125 / \$0.00	CAT 2, 4, 11ES & 11S

NO PROJECTS TO BE LET IN July 2024 within RGVMPO Area

PROJECTS TO BE LET IN August 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 494 (Shary Rd) 0864-01-068	HID	SH 107 to FM 676 (Mile 5)	Widen to 4 Lane	\$21,904,703 / \$0.00	CAT 2
Los Indios Int'l Bridge BSIF 0921-06-359	CAM	@ Los Indios Int'l Bridge GSA Facility	Construct Border Safety Inspection Facility (BSIF)	\$4,402,297 / \$0.00	CAT 10 (BI) & 11 (Rider 11B)

NO PROJECTS TO BE LET IN September 2024 within RGVMPO Area

PROJECTS TO BE LET IN October 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Olmito Sidewalk Improvement 0921-06-326	CAM	Interior Rds @ Olmito Townsite to FM 1732	Construct 5' Wide Sidewalks	\$389,189 / \$0.00	CAT 3 & 9
Las Palmas Sidewalk Improvements 0921-06-327	CAM	Interior Rds @ At las Palmas Mobile Estates to FM 802	Construct 5' Wide Sidewalks	\$279,770 / \$0.00	CAT 3 & 9
LL – City of Pharr & City of Alamo 0921-02-432	HID	Within the City of Pharr & Alamo	PSJA Tri-City Pedestrian Improvements (Phase II)	\$1,296,136/ \$0.00	CAT 3 & 9

Disclaimer: Work in Progress and Subject to Change (FY 2024 might have projects moving around as we continue moving forward)

May 9, 2024

PROJECTS TO BE LET IN November 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL - Stenger St Concrete Path 0921-06-370	CAM	Business 77 West to Fannin St	Construct 10' Shared Use Path	\$1,820,162 / \$0.00	CAT 3 & 10 (CRP)

NO PROJECTS TO BE LET IN December 2024 within RGVMPO Area

PROJECTS TO BE LET IN January 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Mile 1 East 0921-02-254	HID	Bus 83 to Mile 8 North	Reconstruct & Widen to Urban 2 Lanes & Shoulders	\$12,174,790 / \$0.00	CAT 3 & 7
LL – Mile 3 North 0921-02-332	HID	FM 2221 (Jara China Rd) to Tom Gill Rd	Construct New Location 2-Lane Rural Roadway with Shoulders	\$9,772,392 / \$0.00	CAT 3, 7
FM 494 0864-01-069	HID	FM 676 (Mile 5) to FM 1924 (Mile 3)	Widen to 4 Lanes	\$13,296,578 / \$0.00	CAT 2
LL - Roma-Miguel Aleman Suspension Bridge 0921-26-115	STR	Miguel Aleman Suspension Bridge	Restoration of Roma – Miguel Aleman Suspension Bridge	\$18,766,674 / \$0.00	Cat 3 & 10

PROJECTS TO BE LET IN February 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
SH 107 0528-01-118	HID	SH 495 to FM 1924	Construct 6 Lane with Raised Median	\$23,526,706 / \$0.00	CAT 2

PROJECTS TO BE LET IN March 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – SH 550 0684-01-068	CAM	.203 Mi S of FM 1847 to 1.13 Mi S of UPRR Overpass @ FM 3248	Construct 4 Lan Toll Facility	\$31,442,456 / \$0.00	CAT 3 & 7

Disclaimer: Work in Progress and Subject to Change (FY 2024 might have projects moving around as we continue moving forward)

May 9, 2024

PROJECTS TO BE LET IN April 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
US 83 0038-06-051	STR	Roma High School to Gutierrez St	Construct Sidewalks and Ramps	\$1,546,635 / \$0.00	CAT 10

PROJECTS TO BE LET IN May 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – West Rail Trail - Amenities 0921-06-350	CAM	Pam Blvd to IH-69E South Bound Rd West of Old Alice Rd.	Purchase/Installation of Amenities @ Former Rail line	\$1,327,414 / \$0.00	CAT 3 & 9
LL – Freddy Gonzalez Hike & Bike Trail 0921-02-497	HID	Freddy Gonzalea Dr and Closner Blvd, Municipal Park on Raul Longoria	Construct 1.9 Mile, 10ft Wide Concrete Shared Use Path	\$909,995 / \$0.00	CAT 3 & 9
LL – Bejarano-McFarland-Galvan Trail Extension 0921-06-351	CAM	SH 100 & Roy St to Arturo Galvan Coast Park Entrance	Construct and Extend Trail, ADA Ramps & Bus Stop Improvements	\$786,928 / \$0.00	CAT 3 & 9

NO PROJECTS TO BE LET IN June 2025 within RGVMPPO Area

PROJECTS TO BE LET IN July 2025

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 1925 1803-01-092	HID	10 th St to McColl Rd	Widen to 4 Lane With Raised Median	\$12,001,425 / \$0.00	CAT 2

Disclaimer: Work in Progress and Subject to Change (FY 2024 might have projects moving around as we continue moving forward)

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 4/03/2024)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS	CAT 10	Cat 11 Safety	CAT 12	Overall Total	
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS							
Construction Lettings																			
Mar-24	HID	>On Mile 5 (Bridge)	1064-01-046	Replace Bridge	@ Edinburg Main Canal STR #: K00011001	\$ -	\$ -	\$ -	\$ 979,047	\$ -	\$ -	\$ 979,047	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 979,047
						\$ -	\$ -	\$ -	\$ 979,047	\$ -	\$ -	\$ 979,047	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 979,047
Apr-24	HID	Mile 4 Rd.	0921-02-507, etc.	Install Traffic Signal	0.1 Miles west of Trosper Rd. to 0.1 Miles East of Trosper Rd.	\$ -	\$ -	\$ -	\$ -	\$ 413,471	\$ -	\$ 413,471	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,471
	HID	>Mile 5 Rd.	0921-02-510	Install Advanced Warning Signs & Safety Lighting	0.1 Miles West of Western Rd. to 0.1 Miles East of Western Rd.	\$ -	\$ -	\$ -	\$ -	\$ 93,581	\$ -	\$ 93,581	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 93,581
	HID	FM 493	0863-03-041, etc.	Replace Flashing Beacon with a Traffic Signal	0.1 Miles North of S. FM 2812 0.1 Miles South of S. FM 2812	\$ -	\$ -	\$ -	\$ -	\$ 335,023	\$ -	\$ 335,023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 335,023
	STR	>US 83	0039-01-102	Install Traffic Signal	0.1 Miles West of FM 1430 to 0.1 Miles East of FM 1430	\$ -	\$ -	\$ -	\$ -	\$ 347,202	\$ -	\$ 347,202	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 347,202
	STR	>US 83	0039-02-078	Install Traffic Signal	0.1 Miles West of El Pinto Rd. to 0.1 Miles East of El Pinto Rd.	\$ -	\$ -	\$ -	\$ -	\$ 329,917	\$ -	\$ 329,917	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 329,917
	HID	>FM 1925	1803-02-050	Replace Flashing Beacon with a Traffic Signal	0.1 Miles West of W. of Val Verde Rd. to 0.1 Miles East of W. Val Verde Rd.	\$ -	\$ -	\$ -	\$ -	\$ 276,138	\$ -	\$ 276,138	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 276,138
						\$ -	\$ -	\$ -	\$ -	\$ 1,795,332	\$ -	\$ 1,795,332	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,795,332
May-24	CAM	SH 4	0039-10-080	Rehabilitate Roadway	FM 1419 to Remedios Ave.	\$ 18,440,000	\$ -	\$ 18,440,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,560,000	\$ -	\$ 39,000,000
						\$ 18,440,000	\$ -	\$ 18,440,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,560,000	\$ -	\$ 39,000,000
Jun-24	HID	Mile 1 E. Rd.	0039-04-132, etc.	Installation of Traffic Signal	0.1 Miles N. of Mile 1 E Rd. to 0.1 Miles S of Mile 1 E Rd.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000
	HID	>FM 1425	0039-04-133	Installation of Traffic Signal	0.1 Miles N of FM 1425 to 0.1 Miles S of FM 1425	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
	CAM	>FM 803	0039-08-106	Installation of Traffic Signal	0.1 Miles N of FM 803 to 0.1 Miles S of FM 803	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ 350,000
	HID	>Scott Ln.	0039-02-079	Installation of Traffic Signal	0.1 Miles N of Scott Ln. to 0.1 Miles S of Scott Ln.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
	STR	>FM 1430	0039-01-104	Installation of Traffic Signal	0.1 Miles W of FM 1430 to 0.1 Miles E of FM 1430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
	HID	>Iowa St.	0039-04-134	Installation of Traffic Signal	0.1 Miles West of Iowa St. to 0.1 Miles East of Iowa St.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
	HID	>Hall Acres Rd.	1429-01-040	Installation of Traffic Signal	0.1 Miles North of Hall Acres Rd. to 0.1 Miles South of Hall Acres Rd.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
	HID	>Iowa Rd.	1586-01-094	Installation of Traffic Signal	0.1 Miles North of Iowa Rd. to 0.1 Miles South of Iowa Rd.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
	STR	US 83	0038-07-084, etc.	Safety Lighting	0.3 Miles E of FM 3167 to 0.2 Miles W of River Rd.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000	\$ -	\$ 240,000
	HID	>FM 490	0860-01-021	Safety Lighting	600 FT W of Brushline Rd. to 1,000 FT E of Brushline Rd.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,000	\$ -	\$ 220,000
	HID	SH 107	0342-02-059	Install Cable Barrier	0.39 Miles W of Mile 2 W Rd. to 0.45 Miles E of FM 491	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000
	CAM	>SH 48	0220-07-074	Install Cable Barrier	4.43 Miles South of SH 100 to 3.62 Miles South of SH 100	\$ -	\$ -	\$ -	\$ -	\$ 308,869	\$ -	\$ 308,869	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 308,869
						\$ -	\$ -	\$ -	\$ -	\$ 308,869	\$ -	\$ 308,869	\$ -	\$ -	\$ -	\$ -	\$ 3,360,000	\$ -	\$ 3,668,869
Jul-24	CAM	FM 2556	2529-02-010	Replace Bridge & Reconstruct Approaches	0.36 Miles North of Arroyo Colorado to 0.35 Miles South of Arroyo Colorado	\$ -	\$ -	\$ -	\$ -	\$ 6,541,690	\$ -	\$ 6,541,690	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,541,690
Jul-24	STR	FM 755	1103-04-039	Super 2 & Rehabilitate Roadway	FM 1017 to FM 2294	\$ 30,785,893	\$ -	\$ 30,785,893	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,785,893
						\$ 30,785,893	\$ -	\$ 30,785,893	\$ -	\$ 6,541,690	\$ -	\$ 6,541,690	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,327,583
Aug-24	HID	Mile 2 Rd.	0921-02-501, etc.	Install Traffic Signal	0.1 Miles Est of Holland/Trosper Rd. to 0.1 Miles East of Holland/Trosper Rd.	\$ -	\$ -	\$ -	\$ -	\$ 266,800	\$ -	\$ 266,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 266,800
	HID	>Mile 2 Rd.	0921-02-502	Install Traffic Signal	0.1 Miles West of Stewart Rd. to 0.1 Miles East of Stewart Rd.	\$ -	\$ -	\$ -	\$ -	\$ 248,038	\$ -	\$ 248,038	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 248,038
	HID	>Mile 2 Rd.	0921-02-503	Install Traffic Signal	0.1 Miles West of Glascock Rd. to 0.1 East of Glascock Rd.	\$ -	\$ -	\$ -	\$ -	\$ 248,038	\$ -	\$ 248,038	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 248,038
	HID	2 Mile Line Rd.	0921-02-517	Improve Traffic Signals	0.1 Miles North of Bryan Rd. to 0.1 Miles South of Bryan Rd.	\$ -	\$ -	\$ -	\$ -	\$ 77,538	\$ -	\$ 77,538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,538
	HID	Los Ebanos Rd.	0921-02-518	Improve Traffic Signals	0.1 Miles West of Griffin Pkwy. to 0.1 Miles East of Griffin Pkwy.	\$ -	\$ -	\$ -	\$ -	\$ 82,061	\$ -	\$ 82,061	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,061
	HID	1st St.	0921-02-519	Improve Traffic Signals	0.1 Miles West of Conway Ave. to 0.1 Miles East of Conway Ave.	\$ -	\$ -	\$ -	\$ -	\$ 40,130	\$ -	\$ 40,130	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,130
Aug-24	HID	Nolana Ave.	0921-02-520	Improve Traffic Signals	34th St. to McColl Rd.	\$ -	\$ -	\$ -	\$ -	\$ 173,111	\$ -	\$ 173,111	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 173,111

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 4/03/2024)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS	CAT 10	Cat 11 Safety	CAT 12	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS						
						\$ -	\$ -	\$ -	\$ -	\$ 1,135,716	\$ -	\$ 1,135,716	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,135,716
Sep-24	CAM	FM 801	1137-01-031, etc.	Seal Coat	IH 69E to FM 800	\$ -	\$ 137,805	\$ 137,805	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 137,805
	CAM	>FM 1479	1425-04-028	Seal Coat	IH 69E to Dixieland Rd.	\$ -	\$ 217,349	\$ 217,349	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 217,349
	CAM	>FM 1479	1425-04-029	Seal Coat	Dixieland Rd. to FM 800	\$ -	\$ 95,640	\$ 95,640	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95,640
	CAM	>FM 509	1065-01-017	Seal Coat	IH-69E to FM 800	\$ -	\$ 154,784	\$ 154,784	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 154,784
	CAM	>FM 3195	3304-01-004	Seal Coat	FM 2994 to IH-2	\$ -	\$ 216,574	\$ 216,574	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 216,574
	CAM	>FM 509	2369-01-032	Seal Coat	FM 106 to BUS 77	\$ -	\$ 111,631	\$ 111,631	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,631
	CAM	>FM 2520	2356-01-028	Seal Coat	IH 69 to FM 800	\$ -	\$ 134,280	\$ 134,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134,280
	CAM	>SH 345	0630-01-057	Seal Coat	FM 1561 to BUS 77	\$ -	\$ 182,603	\$ 182,603	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 182,603
	CAM	>FM 1595	0630-02-044	Seal Coat	FM 509 to FM 106	\$ -	\$ 100,194	\$ 100,194	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,194
Sep-24	HID	FM 1427	0862-02-020, etc.	Seal Coat	US 83 BUS 83	\$ -	\$ 415,660	\$ 415,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 415,660
	STR	>FM 1017	1227-02-015	Seal Coat	Jim Hogg/Starr County Line to FM 755	\$ -	\$ 469,337	\$ 469,337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 469,337
	HID	>FM 494	0864-01-081	Seal Coat	IH-2 to Railroad Tracks	\$ -	\$ 320,672	\$ 320,672	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,672
	HID	>FM 1015	1228-03-049	Seal Coat	SH 107 to Bus 83	\$ -	\$ 939,444	\$ 939,444	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 939,444
	HID	>FM 907	1586-01-088	Seal Coat	FM 1925 to Nolana Rd.	\$ -	\$ 470,899	\$ 470,899	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 470,899
	HID	>FM 3461	1802-02-018	Seal Coat	I69-C to FM 1426	\$ -	\$ 188,447	\$ 188,447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 188,447
	HID	>IH 69C	0255-07-145	Seal Coat	FM 2812 to FM 490	\$ -	\$ 277,720	\$ 277,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 277,720
	HID	>SH 107	0342-01-102	Seal Coat	FM 493 to FM 88	\$ -	\$ 285,082	\$ 285,082	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 285,082
	HID	>SH 107	0342-02-057	Seal Coat	FM 1015 to FM 1015	\$ -	\$ 276,925	\$ 276,925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 276,925
	HID	>FM 88	0698-02-059	Seal Coat	FM 1422 to Mile 12 Rd.	\$ -	\$ 645,848	\$ 645,848	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 645,848
	HID	>FM88	0698-03-104	Seal Coat	SH 107 to Miles 12 Rd.	\$ -	\$ 435,600	\$ 435,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 435,600
	HID	>FM 1924	1802-01-048	Seal Coat	FM 494 to FM 1926	\$ -	\$ 328,087	\$ 328,087	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 328,087
	CAM	>FM 732	1057-03-058	Seal Coat	BUS 77 to US 281	\$ -	\$ 255,087	\$ 255,087	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 255,087
	HID	>FM 676	1064-01-045	Seal Coat	FM 492 to 0.2 Miles West of SH 364	\$ -	\$ 82,731	\$ 82,731	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,731
Sep-24	CAM	FM 510	1057-03-051	Rehabilitation	FM 1847 to FM 2480	\$ 14,821,805	\$ -	\$ 14,821,805	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,821,805
Sep-24	HID	FM 1015	1228-04-015	Rehabilitate Roadway	US 281 to Progreso Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,000,000	\$ 12,000,000	\$ -	\$ -	\$ -	\$ 12,000,000
Sep-24	HID	FM 3072	3098-01-019	Rehabilitate Roadway	Veterans Blvd. to Cesar Chavez Rd.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Sep-24	CAM	IH-69E	0327-08-111	Bridge Preventative Maintenance	IH-69E @ North Bound Floodway Bridge. NBI #: 21031032708030	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
						\$ 14,821,805	\$ 7,742,399	\$ 22,564,204	\$ -	\$ -	\$ -	\$ -	\$ 17,000,000	\$ 17,000,000	\$ -	\$ -	\$ -	\$ 39,564,204
Oct-24		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Nov-24		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dec-24		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jan-25	HID	Mile 1 Rd.	0921-02-492, etc.	Bridge Replacement	NBI #: 211090AA0824001, @ Main Supply Channel	\$ -	\$ -	\$ -	\$ 1,394,012	\$ -	\$ -	\$ 1,394,012	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,394,012

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 4/03/2024)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6			Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS	CAT 10	Cat 11 Safety	CAT 12	Overall Total	
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local							STATEWIDE FUND 6 TOTALS
	HID	>Mile 17 1/2 Rd.	0921-02-513	Bridge Replacement	NBI #: 21109AA0229001, @ N Main Drainage Ditch	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 623,563	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 623,563
						\$ -	\$ -	\$ -	\$ 1,394,012	\$ -	\$ -	\$ 2,017,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,017,575
Feb-25		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-25		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Apr-25	HID	SH 336	0621-01-115, etc.	Overlay	Trenton Rd. to SH 495	\$ -	\$ 2,948,225	\$ 2,948,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,948,225
	HID	>SH 336	0621-01-116	Overlay	SH 495 to IH-2	\$ -	\$ 1,019,970	\$ 1,019,970	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,019,970
	HID	>US 83	0038-06-053	Overlay	0.31 Miles North of FM 2098 to 0.31 Miles South of Pla	\$ -	\$ 5,666,605	\$ 5,666,605	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,666,605
						\$ -	\$ 9,634,800	\$ 9,634,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,634,800
May-25		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ 64,047,698	\$ 17,377,199	\$ 81,424,897	\$ 2,373,059	\$ 9,781,607	\$ -	\$ 12,778,229	\$ 17,000,000	\$ 17,000,000	\$ -	\$ 3,360,000	\$ 20,560,000	\$ 135,123,126

VI. Other Business (Old or New): This item provides an opportunity for members to bring items of interest before the group.

A. The next RGVMPPO Technical Advisory Committee is VIRTUAL at 10:00am on June 13, 2024.



Technical Advisory Committee
Meeting Thursday May 9, 2024